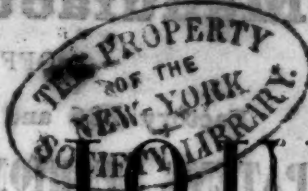


AMERICAN

RAILROAD JOURNAL



BEARING AND BUTTER SPRINGS
FOR PASSENGERS AND FREIGHT BOX PLATFORS, COIL
AND OIL CARS.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

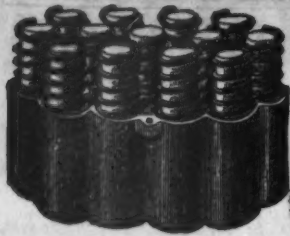
SATURDAY, OCTOBER 30, 1891.

Second Quarto Series, Vol. XXV., No. 44.—Whole No. 1750, Vol. XLII.

New-York :

JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,

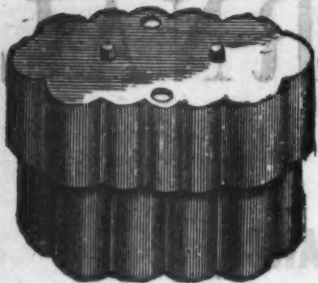
No. 9 Spruce Street.



UNION CAR SPRING Manufacturing Company,

OFFICE 4 DEY STREET,

Factory 286 and 288 Seventh Avenue, New York.



PATENT CUSHIONED STEEL SPIRAL SPRINGS.

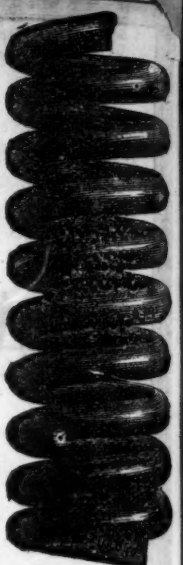
A LARGE VARIETY OF PATTERNS ON HAND FOR

BEARING AND BUFFER SPRINGS,

FOR PASSENGER AND FREIGHT, BOX, PLATFORM, COAL
AND ORE CARS.

F. W. RHINELANDER,
President,

BERTRAM THORPE,
Sec'y and Treas.



M. K. Jesup & Company,
BANKERS AND MERCHANTS,
112 PINE STREET,
NEGOTIATE
Bonds and Loans for Railroad Companies.
CONTRACT FOR
Iron or Steel Rails, Locomotives, Cars, etc.
AND UNDERTAKE
All business connected with Railways.

BOYNTON'S

BRICK SET AND PORTABLE
FURNACES,
LOW AND ELEVATED DOUBLE OVEN
RANGES,
BALTIMORE FIRE-PLACE HEATERS, HEATING,
COOKING, LAUNDRY AND
DEPOT STOVES.

RICHARDSON, BOYNTON & CO.,
No. 234 Water Street, N. Y.

Send for Circulars.

A. C. DOWNING & COMPY,

[FORMERLY SCHANCK & DOWNING,]

Importers of and Dealers in

French Window, Coach, Car and
Picture

GLASS,

Colored, Cut & Ornamental Glass,
ROUGH PLATE GLASS, FOR FLOORS
AND SKYLIGHTS,

Glaziers' Diamonds, Points, &c.,

Nos. 77 & 79 Fulton Street,
NEW YORK.

Theodore Polhemus & Co.,

Manufacturers and Dealers in

COTTON DUCK

FOR

CAR COVERING AND CAR SEATS,

14 TO 150 INCHES WIDE,

And all kinds of

COTTON CANVAS, SAIL DUCK, FELTING DUCK,
BAGGING, RAVENS DUCK, SAIL TWINES,
&c. "ONTARIO" SEAMLESS BAGS,
"AWNING STRIPES."

Also, Agents

United States Bunting Company.

A full supply, all Widths and Colors, always in stock.

13 & 15 Lispenard Street,
NEW YORK.

E. A. BRINCKERHOFF,
J. SPENCER TURNER.

THEODORE POLHEMUS,
H. D. POLHEMUS, Special,

GUEST & CO.,

MANUFACTURERS OF

IRON & STEEL RAILS

Agents for the United States

Perkins, Livingston & Post,

68 Broadway.

PITTSBURGH

CAST STEEL SPRING CO.,

MANUFACTURERS OF

EXTRA TEMPERED LIGHT ELLIPTIC

CAST STEEL SPRINGS,

For R. R. Cars and Locomotives, from best Cast Steel.

A. FRENCH, Superintendent,

OFFICE No. 405 Liberty street,

PITTSBURGH, PA.

Orders received by

HUSSEY, WELLS & CO.,

30 Gold street, N. Y.

Railroad Track Scales,

And every variety of Smaller Scales

MADE UNDER THE SAMPSON PATENTS,

AND FOR SALE BY

THE SAMPSON SCALE COMPANY,

No. 240 Broadway, N. Y.

ARE SUPERIOR TO ALL OTHERS in sensitiveness,
simplicity, rigidity, accuracy, durability, compactness,
facility and exactness of adjustment, and adaptability to
any location. The knife edges are subject to no perceptible
friction, and the scale may be made of any length or width
to suit the purchaser. The weighing-beam may be in any
position on either side of, at any distance and in any direction
from the Scale. A very shallow excavation only is
necessary for erecting the Scale. The parts are all small
but strong and easily handled. The main or supporting
levers in the Railroad Track Scale are only 12 1/2 inches in
length, and cannot bend or spring.

J. S. KENNEDY & CO.,

41 Cedar St., New York.

IMPORTERS AND DEALERS IN

IRON and STEEL RAILS of best English brands;
also, OLD RAILS, and all kinds of SCRAP IRON,
wrought and cast, suitable for remanufacture. A supply
of NEW and OLD RAILS constantly ON HAND.

Sole Agents in the U. S. for the

BOWLING IRON CO.

Manufacturers of IRON and CRUCIBLE CAST
STEEL TYRES, AXLES, BOILER PLATES,
CAST STEEL FIRE BOX PLATES, &c.

Sole Agents in the United States for the

West Cumberland Hematite Iron Co.,

Manufacturers of BESSEMER PIG IRON especially
adapted to the manufacture of BESSEMER
STEEL; also FOUNDRY and FORGE IRON of
superior quality. Supplies of these irons always on hand.
GENERAL RAILWAY AGENTS and COM-
MISSION MERCHANTS. Railroads and Contractors
furnished with supplies and materials. RAIL-
ROAD STOCKS, BONDS and other securities
bought and sold. Advances made on consignments of
Railway Iron and Metals.

EGLESTON BROTHERS & CO.

(Successors to Eggleston, Battell & Co.)

166 SOUTH-ST., NEW YORK.

Extra Qualities of

American and Foreign Bar Iron,

Including all the usual sizes and shapes of

ULSTER IRON,

IN LOTS TO SUIT PURCHASERS.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 44.]

SATURDAY, OCTOBER 30, 1869.

[WHOLE No. 1,750, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Chicago, Danville and Vincennes Railroad ..	1209
Cincinnati, Hamilton and Dayton Railroad ..	1210
Dayton and Michigan Railroad ..	1211
Cincinnati, Richmond and Chicago Railroad ..	1211
Our Foreign Trade ..	1212
New York, Providence and Boston Railroad ..	1212
U. S. Railroad Clerks' Mutual Insurance Association ..	1213
Railroads through the Indian Territory ..	1213
Railroad Earnings ..	1215
Federal and State Securities ..	1216
Dividend and Interest Tables ..	1214, 1217
Railroad Share List ..	1222
Stock Exchange and Money Market ..	1229
Journal of Railroad Law ..	1232

American Railroad Journal.

New York Saturday, October 30, 1869.

Chicago, Danville and Vincennes Railroad.

This line, now building, was chartered by the Legislature of Illinois in 1865, and when completed, will extend from Chicago to a point on the Wabash River opposite Vincennes, Indiana, via Danville and Paris. Its general route is through the Eastern counties of Illinois, adjoining the boundaries of Indiana; opening communication between the City of Chicago and one of the richest and most fertile, though hitherto neglected, districts of the State. In general productiveness, the region through which it passes is not surpassed by any in the West. The soil is richly fertile and well adapted to the growth of wheat and other standard agricultural products, and both coal and iron abound along the line of the road. The Chicago, Danville and Vincennes Railroad Co. propose at present to build and equip that portion of the line extending from Chicago to Danville, and thence in a southeasterly direction to the Indiana line, where it will connect with the Evansville, Terre Haute and Chicago R. R.—the length of the line being about 140 miles. The topography of the country traversed is very favorable to the construction of a road, there being no grade to overcome exceeding twenty feet to the mile for trains bound north, and

forty feet for those going in the opposite direction. On its completion there will be an unbroken line from Chicago to the Ohio River at Evansville, forming a route eighty-five miles shorter than that by way of the Illinois Central road to Cairo. From Evansville there will soon be direct railroad communication with Nashville, Tenn., and indirectly, with all the districts embraced within the limits of the railroad system of the Southwest, thus opening a new route from Nashville to Chicago and the lakes, via the Chicago, Danville and Vincennes road, shorter and more direct than any now existing between these two important points. The estimated cost of building this line from Chicago to Vincennes, 140 miles, is about four and one-half million dollars; and in order to determine what elements the road possesses to warrant the belief that it will be remunerative to the company, a few general facts may be stated respecting the sources from which its business will be derived.

The route of the line is through four of the principal Eastern counties of Illinois, viz., Will, Kankakee, Iroquois and Vermillion, of which the aggregate annual production of wheat, corn and other grains is about 10,300,000 bushels. From these counties alone, not including the business derived from the counties of Western Indiana, tributary to the road, the earnings from freights to Chicago, including coal, are estimated at \$1,074,343 34; and on freights from Chicago, estimated from the annual statements of other roads leading from that city, at \$1,571,015 76. Add for passenger traffic, \$628,406 30, and the gross earnings cannot fall below \$2,199,422 06. Estimating the operating expenses of the 140 miles of road at 66½ per cent, the net earnings would be \$733,140 68. These estimates, except as to coal tonnage, are based on the present productions of the counties tributary to the road. No allowance is made for miscellaneous freights, nor for business from connecting lines, nor is there any estimate made for through business; but as it forms a portion of the shortest route from Chicago to the Ohio River and the South, the through traffic in that direction must prove extensive and profitable as soon as the line is completed.

The coal and iron deposits of the country tra-

versed by this road are of immense extent and value. More than one-third of the 140 miles new building passes through coal fields equal to any in the West, being peculiarly well adapted to the manufacture of iron. The upper veins of coal in this district lie within 60 feet of the surface, are about 8 feet in thickness and easily worked. Underlying them are inexhaustible deposits of iron, yielding over forty per cent. of superior metal. A few miles south of these deposits are found the celebrated Brazil coal fields, which furnish a quality of coal for iron manufacture superior to that of the Pittsburgh region in Pennsylvania. The annual consumption of coal in Chicago alone is now about 600,000 tons, and the demand is rapidly increasing. What amount of tonnage for transportation over this company's road will be furnished from the Brazil mines, and the mines of coal and iron in Vermillion County, and at other points on the line, it is impossible to determine; but a very low estimate will be 25 car loads (250 tons) per day, with an average haul of the length of the road—140 miles—say 313 working days, 250 tons per day, 78,250 tons per annum, at two cents per mile per ton, would produce \$219,100. It is believed that the traffic of the company in coal will be very extensive, and that it will increase in a ratio proportionate to the growth of Chicago and the development of its manufacturing interests.

The progress of the work of building and equipping this road has been rapid and satisfactory—the line having been already completed to Momence, 55 miles from Chicago, and opened for business on the 10th of the present month. Local subscriptions have been obtained along the line to an extent more than sufficient to pay for the right of way, grading, bridging, culverts, and other work of similar character for the entire road. The right of way has been obtained, and contracts have been entered into with experienced and responsible parties for the construction of the whole work. Means are also provided for the ties for this section of the line, and for a portion of the iron.

In order to provide the means for the remainder of the construction and equipment, the company has executed a mortgage upon its road, property and franchises, to Wm. R. Foadick and James D. Fish, of New York, Trustees, to secure an issue of \$2,500,000 of 7-40 first mortgage sinking fund bonds, with interest payable semi-annually in gold. These bonds are now in the market, and as an investment for capital they are among the

best offered to the public. The entire issue will be less than \$18,000 per mile, and besides being a mortgage on the road, are secured by a sinking fund to be set aside for their redemption at maturity from the net earnings of the company. In order to secure the bondholders against any fraudulent issues of surplus bonds, a system of registration has been adopted, such as should be required of all railroad companies by law, by which the purchaser or holder of a bond may at any time know the exact amount of bonds issued and by whom they are held. Every guaranty of security and honest dealing is offered by the company, and the fact that 65 miles have already been built and equipped from the capital stock without any previous issue of bonds, shows they have undertaken the work in earnest. The officers of the company are: Prest, W. D. Judson, of N. Y.; Treasurer, Amos Tenny, of N. Y.; Secretary, F. E. Jones, of Chicago; Chief Engineer, Z. F. Summers, of Chicago.

Cincinnati, Hamilton and Dayton Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$478,797 68	\$487,626 75
" freight.....	727,275 84	696,691 52
" mails & express.....	63,410 56	32,449 24
" rent of track, etc.....	36,308 29	40,815 97
" rent of machin'y, etc.....	29,102 56	1,521 28
	\$1,332,894 88	\$1,209,104 71
Expenses, viz:		
Repairs of road.....	\$120,649 81	\$148,445 18
" bridges.....	7,702 24	21,167 55
" buildings.....	13,148 10	17,275 78
Passenger expenses.....	146,864 86	126,407 56
Freight expenses.....	208,443 93	180,856 86
Other trains expenses.....	30,291 98	24,052 82
Station expenses.....	112,881 78	93,824 53
Office expenses.....	29,819 17	31,154 53
Shops, etc., expenses.....	19,466 48	18,849 06
Miscellaneous.....	59,800 78	42,040 44
	\$748,719 58	\$704,074 24
Earnings less expenses.....	\$584,175 30	\$505,030 47
From which deduct—		
Interest on bonds.....	\$144,030 00	
General interest account.....	21,834 25	
Taxes, State.....	41,268 79	
" National.....	24,091 96	
Insurance.....	7,067 56	
Profit and loss—sundries.....	407 37	
		238,199 92
Leaving a balance of.....		\$266,830 55
Add surplus March 31, 1868.....		408,847 45
Total.....		\$675,678 00
Applied as follows:		
Subscription to complete Junction R. R.....		\$5,000 00
Damage on account of collision at Lockland, Nov. 21, 1867.....		17,075 31
Dividends Nos. 26 and 27, scrip.....		350,000 00
Balance—surplus account, March 31, 1869.....		303,602 69
Total, as above.....		\$675,678 00

Compared with the previous year, the gross earnings show a decrease of \$128,790 17, with a decrease in operating expenses of \$44,645 34. The entire expenditures, including interest, taxes, etc., was \$942,274 16, against \$974,435 60 in 1868—a decrease of \$32,161 44. The net earnings show a decrease of \$91,628 73. The earnings per mile have been \$20,151 84. Number of passengers carried, 642,583. Tons of freight moved, 508,692. Number of miles run by trains, 475,805. The operating expenses were 58.23 per cent. of gross earnings. The report says:

The floating debt of the company has not been reduced as much as was hoped for and desired. The large amount expended on the Dayton and Michigan and Cincinnati, Richmond and Chicago roads in permanent improvements and extensions, made necessary by the increasing business on the former, and for the renewal of bridges, on the latter, which were carried away by one of the greatest floods known in the Seven Mile Valley, has required a large portion of the net earnings of this company. As there remains no present necessity for further expenditures, to any considerable extent, on these roads, the entire net income of the three roads will be applied this year to the liquidation of the remainder of the floating debt of the Cincinnati, Hamilton and Dayton Co.

During the past year two dividends, of five per cent. each, have been made, free of Government tax, and were paid in Dayton and Michigan bonds, received by this company for advances made for permanent improvements and construction on that road.

The lease of the company's road and property, proposed to be made to the Erie Railway Company, approved by the stockholders at their meeting held on the 18th of February last, was not carried into effect, for reasons arising subsequent to that action, which have become generally known, and need not be here repeated. The failure to execute this lease, and subsequent disagreement as to the terms of division of the rate upon through traffic, for a time interrupted the business of the company and the Erie and the Atlantic and Great Western Railway Companies. Our business relations, however, with these companies, have been since restored by the execution of a contract which took effect on the 1st day of May, a copy of which is submitted with this report. Its chief features are, that, for an annual sum of one hundred and eighty thousand dollars, payable in equal monthly instalments, we grant to the Erie Railway Company, for ten years, the exclusive privilege of our broad gauge track, and a portion of our depot facilities, for their business in connection with our road, reserving our local business, but withdrawing from competition for New York traffic; and that, to avoid confusion and unnecessary expense to both parties, this company is to move their trains and cars, and handle such of the freights of the Erie Company as they shall require, on their account and at their expense, the cost of which service, including the cost of furnishing motive power, a fair proportion of the compensation of station agents and clerk hire and of the salary of a joint Superintendent, and other necessary expenses connected with the business, is to be determined in proportion to the comparative wheelage of the two parties, and paid monthly.

It is believed that this arrangement will prove satisfactory to both companies. It secures to the Erie Company an independent control of its own business, and connection with Cincinnati and the Southwest, and to this company a fixed and definite equivalent for the concession by which this is secured. It avoids the complication and danger arising from the operation of one road by two independent companies, each having a large amount of business, and economises the cost to both.

An arrangement has also been made with the Cincinnati, Sandusky and Cleveland Company, by which our road still continues to receive the full local business of that road, we giving in return the business of the Cincinnati, Hamilton and Dayton to all local points on the Cincinnati, Sandusky and Cleveland road, and uniting with them in a through Eastern all rail business. With a view of avoiding an injurious competition between the Dayton and Michigan and the Cincinnati, Sandusky and Cleveland roads, it has been agreed that the business of the Cincinnati, Hamilton and Dayton road shall be sent by the Cincinnati, Sandusky and Cleveland road to and from all places to which the said road, in connection with the Cincinnati, Hamilton and Dayton, forms the whole or part of the shortest all rail railroad line. On the other hand it is agreed that all traffic west of the Sandusky road, including Detroit and Canada,

shall not be competed for by the Cincinnati, Sandusky and Cleveland Co., as against the Dayton and Michigan.

This contract harmonizes with that made with the Erie Company, and continues to our road the valuable local business of the Cincinnati, Sandusky and Cleveland Railroad.

During the year ending March 31, 1869, 1,290½ tons of rail, 18,866 cross ties, 37,201 spikes, 7,996 lbs. cast iron chairs, and 101,504 lbs. splice plates and bolts were used, 500 tons of rail, new iron, were purchased at a cost of \$38,000, and 107 tons of Bessemer steel rail at a cost of \$15,509 18, the balance of 688½ tons being re-rolled iron.

The company have purchased the right to use "Miller's Patent Platform, Coupler and Buffer," and have placed them on 26 passenger and baggage cars.

The current assets and liabilities of the company are as follows:

Assets:	
Materials for repairs.....	\$198,090 03
Wood lands.....	12,540 00
Bills receivable.....	8,405 69
Stocks and bonds.....	802,745 54
Due from railroad companies.....	36,360 38
" individuals.....	26,063 88
" Post office department.....	6,712 50
Cash and cash assets.....	78,653 86
Dayton and Michigan R. R. Lessors' account.....	107,148 49
	\$1,276,720 37

Liabilities:	
Balance construction.....	\$540,207 96
Due dividends and interest.....	19,445 16
" dividend No. 27.....	175,000 00
" railroad companies.....	75,259 08
" individuals.....	70,879 81
" United States.....	11,048 86
Pay rolls March, C., H. & D. D. & M. and C., R. & C.....	64,917 57
Bills payable.....	319,962 43
	\$1,276,720 37

The receipts from operations of the Dayton and Michigan Railroad during the year were \$1,050,962 22; and the expenditures, \$1,301,671 54—an excess of expenditures over receipts of \$250,709 32. To which add balance due from previous year (\$397,164 64), and old account D. & M. R. R. (\$19,274 53), making a total of \$667,148 49. Deduct for 700 3d mortgage bonds, \$560,000, leaving balance due C., H. & D. R. R. Co., March 31, 1869, \$107,148 49.

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad were \$104,928 42; and the expenditures, \$151,432 26—an excess of expenditures over receipts of \$46,503 84. To which add balance due March 31, 1868, \$13,226 29—making a total of \$59,730 13. For this amount the C., H. & D. R. R. Co., have received 65 2d mortgage bonds in full payment.

CONDENSED BALANCE SHEET, MARCH 31, 1869.	
Construction.....	\$3,969,084 80
Equipment.....	995,750 96
Real estate.....	330,608 97
Materials.....	198,090 03
Wood lands.....	12,540 00
Bills receivable.....	8,405 69
Stocks and bonds.....	802,745 54
Due from railroad companies.....	36,360 38
" individuals.....	26,063 88
" Post office department.....	6,712 50
Cash and cash assets.....	78,653 86
Dayton and Michigan R. R. Lessors' account.....	107,148 49
	\$6,572,115 10

Capital stock.....	\$3,500,000 00
First mortgage bonds.....	1,250,000 00
Second.....	500,000 00
Third.....	282,000 00
Surplus earnings.....	308,602 69
Interest on bonds.....	5,794 66
Dividends unpaid.....	13,650 50
Dividend No. 27.....	175,000 00
Due railroad companies.....	77,259 08
" individuals.....	70,879 31
" United States.....	11,048 86
Pay rolls.....	64,917 57
Bills payable.....	319,962 43
	\$6,572,115 10

President.—S. S. L'HOMMEDIU.

Vice President.—JOHN W. ELLIS.

Directors.—George T. Stedman, John Young, Samuel Fosdick, Wm. Goodman, Lowell Fletcher, H. D. Huntington, Wm. Beckett.

Secretary & Treasurer.—FREDERICK H. SHORT.

Gen'l Supt.—DANIEL McLARIN.

Dayton and Michigan Railroad.

The income of this company for the fiscal year ending March 31, 1869, was as follows:

From freight.....	\$604,604 09
" passengers.....	841,668 42
" mails.....	16,762 50
" express.....	34,211 80
" rents and interest.....	1,042 46
	\$1,040,289 27

Expenditures, viz:

Maintenance of way.....	\$224,568 07
Machine shop.....	10,622 55
Locomotive power.....	164,904 77
Station expenses.....	67,969 71
Train expenses.....	123,205 30
Office expenses.....	37,307 20
Miscellaneous expenses.....	67,894 75
	692,472 35

Earnings less operating expenses.....	\$347,816 92
Received from sale of steamboat stock.....	10,000 00
" " " real estate.....	672 95

Total.....	\$358,489 87
Interest paid on bonds.....	\$245,985 21
General interest account.....	11,937 94
Insurance.....	6,620 19
Taxes, State and National.....	40,038 41
Equipment.....	142,508 02
Sinking fund.....	30,000 00
Widening Bayou Bridge, Toledo.....	2,500 00
Construction.....	90,891 90
Loss on redemption 1st mortgage bonds.....	38,717 52
	609,199 19

Excess of expenditures over receipts.....	\$250,709 32
Add balance due C., H. & D. R. R. Co., lessees, March 31, 1868.....	397,164 64
Add balance old acc't D. & W. R. R. Co., lessees, March 31, 1868.....	19,274 53
	\$667,148 49
Deduct for 700 3d mort. bonds.....	500,000 00

Balance due Lessees March 31, 1869, \$107,148 49

The balance of the First Mortgage Bonds (really the second) of which there was \$229,000 held by the lessees as per last report to pay the indebtedness to them for redemption of first mortgage bonds due July 1, 1867, have been disposed of and the amount realized therefor (\$194,818 33) has been applied for that purpose, leaving a balance of \$38,717 52, which has been carried to this year's account. Two of the bonds Nos. 22 and 23 have not been presented for payment, and as there has been no interest paid on them since 1859, the probabilities are they have been lost. During the

year 35 first mortgage bonds have been cancelled by the sinking fund making an increase as shown been on the balance sheet of \$194,000.

A mortgage of \$700,000, has been recently placed on the property of the company, to Stanley Matthews, trustee, and bonds issued for that amount in sums of \$1,000 each, bearing interest at 7 per cent. per annum, and payable October 1, 1888. These bonds have been paid to the lessees at 80 cents on the dollar, in part payment of amount due them, leaving a balance still due of \$107,148 49, and the discount on these bonds has charged to profit and loss account.

CONDENSED BALANCE SHEET, MARCH 31, 1869.

Construction account.....	\$4,780,675 61
Stock interest account.....	472,743 85
Fencing.....	23,736 39
Toledo improvement.....	333,633 75
Right of way.....	105,401 45
Lima shop equipment.....	12,145 31
Real estate.....	92,788 17
Rolling stock.....	650,774 13
Bills receivable.....	1,624 00
Town of Perrysburg.....	11,000 00
Individual account.....	7,187 72
Profit and loss.....	336,072 91
	\$6,827,783 29

Capital, old.....	\$2,305,815 08
" new.....	74,857 01
" not issued.....	10,474 48
1st mortgage bonds.....	2,302,000 00
2d.....	642,000 00
3d.....	700,000 00
Mortgage bonds.....	2,000 00
Toledo depot bonds.....	169,500 00
Income bonds.....	1,300 00
Bills payable.....	4,200 00
Interest on bonds.....	8,147 87
Individual R. R. account.....	840 86
C., H. & D. R. R. lessors' account.....	107,148 49
	\$6,827,783 29

President.—S. S. L'HOMMEDIU.

Vice President.—M. R. WAITE.

Directors.—H. D. Huntington, John Young, Lowell Fletcher, Wm. Goodman, P. Smith, C. T. Pomeroy, Geo. W. Holbrook.

Asst Superintendent.—JOHN H. WELLER.

Cincinnati, Richmond and Chicago R. R.

The income of this company for the fiscal year ending March 31, 1869, was as follows:

From passengers.....	\$50,895 49
" freight.....	43,789 13
" mails.....	3,600 00
" express.....	3,123 89
" rents.....	229 56
" mileage of cars.....	3,290 35
	\$104,928 42

Expenditures, viz:

Maintenance of way.....	\$13,334 82
Repairs and renewals of bridges.....	36,069 47
Locomotive power and train expenses.....	31,657 24
Station and office expenses.....	10,492 59
Rents to other companies.....	13,071 93
Miscellaneous.....	1,456 45
	106,082 50

Excess of operating expenses.....	\$1,154 08
Interest paid on bonds.....	39,142 25
General interest and exchange.....	152 94
Insurance.....	332 12
Taxes, State and National.....	5,722 45

Excess of expenditures over receipts.....	\$46,503 84
Add balance due C., H. & D. R. R. Co., Lessees, March 31, 1868.....	13,226 29

Total due lessees..... **\$59,730 13**

To pay off this indebtedness, a mortgage of \$65,000 has been made to Stanley Matthews, trustee, and bonds issued in sums of \$1,000 each for that amount, payable Jan. 1, 1889, and bearing interest at seven per cent. These bonds have been received by the lessees, in full of account to March 31, 1869.

BALANCE SHEET, MARCH 31, 1869.

Construction.....	\$826,733 29
Equipment.....	120,451 98
Real estate.....	700 00
Profit and loss.....	61,804 23
	\$1,009,689 50

Capital stock.....	\$382,600 00
First mortgage bonds.....	560,000 00
Second.....	65,000 00
Interest on bonds unpaid.....	2,089 50
	\$1,009,689 50

President.—S. S. L'HOMMEDIU.

Vice President.—JOHN YOUNG.

Directors.—John W. Ellis, Wm. Goodman, E. W. McGuire, Lowell Fletcher, H. D. Huntington, Lurton Dunham, Wm. Beckett.

Asst Superintendent.—LEWIS WILLIAMS.

North Carolina Railroad.

The Raleigh Sentinel says that "the North Carolina Railroad Company have let and farmed out their road, for the term of twenty years, to the Raleigh and Gaston Railroad Company and others, for an annual rent of \$240,000, to be paid on the first day of January in each year. The same paper adds: "The rent is secured by a deposit in bank of cash or its equivalent in United States bonds; or good and acceptable railroad or other bonds; this deposit is to be permanent, and if there is occasion to apply it, then it is to be renewed, and as often as necessary. This is an important transaction, and it would seem to be a beneficial one for the stockholders of the company. \$240,000 is six per cent. on the whole capital stock. The stock has been worth about twenty-five cents in the dollar; this lease will probably run it up. The lessees, as we learn, are entirely responsible. Indeed, the Raleigh and Gaston Railroad Company, itself, is able to discharge such an undertaking."

Southern Maryland Railroad.

At a public meeting in Oakville district, on Saturday last, the announcement was made by Mr. Maddox that a million of the stock of the Southern Maryland Railroad had been subscribed, and that the two per cent. bonus on this amount had already been paid in as required by law. Mr. Maddox, we learn, accompanied this statement with the declaration that he was just from a meeting of the corporators at Charlotte Hall, and had been authorized by them to make this announcement to the public. Mr. Maddox in the morning presented us a paper signed by Colonel John D. Bowling, of Prince George's, Major Gardiner, of Charles, and other gentlemen well known to us, and there it was in black and white, over the signatures of those gentlemen: First, that a million of the stock of the Southern Maryland Railroad had been subscribed; and, secondly, that the two per cent. bonus, (\$20,000,) as required by law on this amount, had already been paid in.—*St. Mary's Beacon, Oct. 21.*

A stock exchange has been organized in Chicago. It will be opened for business about the first proximo. The officers are D. H. Denter, President; Christian Wahl, Vice President; J. J. Richards, Secretary, and James E. Taylor, Treasurer.

Our Foreign Trade.

OFFICIAL STATEMENT OF EXPORTS AND RE-EXPORTS.

General Walker, Chief of the Bureau of Statistics at Washington, publishes the following statement of the exports and re-exports from the United States in the last fiscal year:

	Exports.	Re-exports.
England	\$190,450,695	\$5,223,108
Scotland	4,843,942	160,688
Ireland	6,499,117	369
Gibraltar	2,881,115	63,948
Dominion of Canada	18,188,613	2,858,782
All other British possessions in N. America	2,703,173	446,664
British West Indies	9,142,344	101,760
British possessions in Africa	1,635,823	4,654
British East Indies	471,019	11,845
Australia, New Zealand, &c.	4,619,313	58,652
Spain	7,596,294	4,885
Cuba	12,643,965	7,064,787
Porto Rico	2,669,964	114,037
All other Spanish possessions	165,993	10,973
Hamburg	12,951,452	1,048,703
Bremen	24,742,829	337,498
Prussia and all other	2,178,033	.....
France	42,450,139	1,421,537
French possessions in America	1,174,056	45,514
All other French possessions	421,372	12,853
Brazil	5,910,565	168,514
China	10,258,178	2,117,554
Argentine Republic	2,235,089	272,425
Holland	3,986,163	89,593
Dutch East Indies	182,502	325
Dutch West Indies and Dutch Guiana	926,051	29,595
Mexico	3,836,699	1,047,408
Italy	5,682,951	23,224
Venezuela	1,191,888	29,176
Belgium	6,408,981	318,923
Japan	2,836,720	1,119,341
United States of Colombia	4,900,075	180,267
Sandwich Islands	700,962	86,665
Uruguay	886,112	58,270
Russia on the Baltic and White Seas	4,208,157	23,836
Russia on the Black Sea	88,502	.....
Hayi and San Domingo	1,349,498	129,462
Peru	1,606,584	116,911
Central American States	1,324,836	52,146
Chili	1,969,580	115,905
Denmark and Danish West Indies	1,074,115	39,121
Portugal	883,429	42,845
All other Portuguese possessions	221,560	7,620
Sweden and Norway	166,974	.....
Austria	622,732	19
Turkey	653,195	101,890
Liberia	70,804	2,932
All other countries and ports	937,582	13,050
Total	\$413,954,625	\$25,173,414
Proportion shipped in American vessels	\$138,201,636	\$15,321,704
In foreign vessels	\$275,752,989	\$9,851,710

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 19th inst. The meeting was organized by calling John K. Longwell, of Carroll County, to the chair, and appointing Daniel W. Moore, Secretary. Wendell Bollman, Esq., President, presented his annual report, showing the condition of the road and its working for the past year. But little work in the extension of the road was done for want of funds,

the injunction against the city of Baltimore having prevented the company from coming into possession of funds for that purpose. The annual election then took place, when the following directors were elected: John K. Longwell and George W. Harris, of Carroll; Joshua Biggs, of Frederick, and John Welty and Isaac Molter, of Washington County. A meeting of the directors was subsequently called, when Wendell Bollman, Esq., was re-elected President. The road is represented as being at present in good working condition from Baltimore to Double Pipe Creek.

New York, Providence and Boston R. R.

The receipts of this company for the year ending August 31, 1869, were as follows:

From passengers	\$368,633 73
" freight	244,493 00
" mail service	12,351 54
" rents, balance account	10,478 74
" gas, balance account	993 04
" dividends, Stonington Steamboat Co.	62,238 00
	\$699,188 05

Expenditures, viz:

Repairs of road	\$88,506 78
" engines	26,723 88
" cars	32,157 06
" bridges, etc.	23,729 67
Ferry	17,624 67
General expenses, oil etc.	37,945 37
Salaries	9,966 71
Wages	97,301 40
Fuel	62,251 43
New cars	32,874 90
Taxes	33,970 70
Dredging	100 37
Water works	576 90
	463,729 84

Net earnings

Net earnings	\$235,458 21
From which deduct—	
Dividends	\$132,118 00
" unclaimed	350 00
" paid	1,107 00
Interest on bonds	12,720 00
" Ext. road bonds	15,000 00
" Improvem't b'ds	7,000 00
" b'ds, issue 1869	3,188 50
" unclaimed	513 00
" on floating debt	22,085 04
Gas works (extraordinary)	179 47
Fire damage (")	20,886 41
	214,447 42

Surplus

Surplus

Compared with the previous year, the gross receipts show an increase of \$235,723 13, with an increase in expenses of \$102,712 38—making the increase of net earnings, \$133,010 75. The report says:

By an agreement entered into in April last, between the Stonington and Fall River Lines, the Bristol Line, so called, was discontinued, and the Boats of the Narragansett Steamship Company were transferred from Bristol to Fall River, thus throwing the entire influence of the Boston and Providence Road in our favor, and placing our through connection on its former favorable footing. To effect this agreement, it was necessary to pay the Providence, Warren and Bristol Road for the abrogation of its contract with the Narragansett Steamship Company. The proportion paid by this company was \$4,659 38, a portion of which we shall probably get back.

The boats of the Stonington Steamboat Company have performed their trips with remarkable regularity, and, it is believed, have steadily gained in favor with the traveling public and shippers of freight. Your investment in that company has thus far proved valuable, directly and indirectly, with a promise of still better success in the future.

The rate of fare, between New York and Boston, has been steadily maintained at \$5 throughout the year.

To preserve the road in its usual good condition, and to adapt it to the increased business, a large outlay has been necessary for repairs, improvements, and additions to rolling stock. 32,703 new ties, and 996 1-2 tons new rails, have been laid—the latter with the fish-bar fastening; 89 tons iron have been rolled, and 7,831 rails repaired at the Company's shop. The track is now in fair running order; but more new rails, with the improved fastening, are required, and it is believed to be good policy to substitute them for the old fashioned and nearly worn-out rails, as fast as practicable. The truss and pile bridges have had extensive repairs, and much has been done towards filling them in. In consequence of the rapid decay of the piling and timber, it will be necessary to push this work with vigor, for some time to come.

In the company's shop, one eight-wheel passenger car, one eight-wheel baggage car, three eight-wheel platform cars, two four-wheel platform cars, and one derrick car, have been built, and three passenger cars rebuilt with Monitor roofs. The company have also paid their proportion of four new passenger cars for the Shore Line Express Train, and have bought the four cars replaced by these, which are well adapted to our local business. We have also bought one new first-class locomotive, and fifteen new freight cars. Six more platform cars are needed, and will soon be procured.

Station houses, buildings, and platforms, have had extensive repairs; but there is still much to be done in that direction.

The number of miles run by locomotives during the year is 338,201, at a cost for fuel of 13.85 cents per mile.

The valuation of stock and material on hand, including fuel, is \$102,987 85.

Acting under proper authority, the directors, in November last, directed the issue of \$1,000,000 in 7 per cent. bonds, payable in 1899. Of this amount, \$400,000 was offered for sale, and \$333,000 disposed of, and the proceeds applied to the payment of the floating debt. In addition, \$56,000 of the old 6 per cent. bonds have been exchanged for the new issue, and the balance remains in the hands of the Treasurer.

Of the outstanding claims against the former Treasurer, I. H. Palmer, and the Stonington Bank, amounting to \$85,683 43, there has been realized \$32,445 60. The matter is now in the hands of the counsel for the corporation for final settlement, and it is expected a large part of the balance will be collected.

The suit against the Merchants' Navigation and Transportation Company, of Boston, which you were informed in previous reports had been commenced, came to trial, before the Supreme Court at New London, in January last. The result was a verdict in our favor for \$66,666 67, from which the defendants appealed, and moved for a new trial, which motion is not yet decided. It is not believed that a new trial, should one be granted, will result unfavorably to our claim for damages.

The expected completion, during the coming winter, of the Shore Line Bridge, at Connecticut River, is a matter of much interest and importance, presenting, as it does, an opportunity for largely increasing our through business, via Shore Line and New Haven Roads. With a ferry boat at New London sufficiently large to accommodate the through travel, and proper arrangements for giving passengers a good dinner, there seems to be no reasonable doubt that this route, with less dust in summer, and less snow in winter, will attract a large share of travel from the northern route.

In this connection it is proper to state, that the time is rapidly approaching—in fact, has already arrived—when a double track over at least a portion of your road, has become a necessity, and it is now recommended that authority be conferred on the directors to commence laying the second track whenever, in their opinion, it shall be judicious to do so.

The assets of the company are as follows:

Amount due from the late Treasurer and in Stonington Bank.....	\$53,237 83
Due from post office department	2,018 75
Bills receivable	2,000 00
Bonds	20,000 00
A. S. Matthews, Superintendent.....	11,907 52
Due from connecting roads.....	23,607 52

\$112,771 62

The number of passengers carried over the road the past two years is as follows:

	1868.	1869.
Through passengers	136,065	180,983
Local	286,978	307,056
Commuters	42,376	50,028

The amount of freight transported over the road the past two years is as follows:

	1868.	1869.
Through freight	47,513	124,315
Local	38,859	40,465

GENERAL BALANCE SHEET

Of receipts and expenditures for the year ending August 31st, 1869.

Balance, as per last annual report to wit:

M. Morgan's Sons.....	\$2,758 80
Due from connecting roads.....	12,513 58
A. S. Matthews, Sup't.....	5,218 11
Bills receivable	2,000 00
Due from Ira H. Palmer and in Stonington Bank.....	85,683 43
Stonington Steamboat Co.....	22 27
Bonds	20,000 00

\$128,196 19

Receipts for the year, as above.....	699,188 05
Bonds sold and exchanged.....	419,000 00
Stonington Bank collateral account.....	29,400 00
M. Morgan's Sons.....	15,956 28

\$2,291,740 52

Expenditures for the year, as above.....	\$463,729 84
Dividends paid	132,875 00
Interest on bonds paid.....	37,908 50
Unclaimed interest paid.....	513 00
Interest on floating debt.....	22,085 04
Discount on bonds sold.....	25,900 00
Expenses extraordinary	21,065 88
Military transportation.....	3,002 35
88 bonds exchanged.....	36,000 00
Paid bills payable.....	405,000 00
Standard Braid Company	362 62

Balance carried to new account, to wit:

Due from connect'g roads.....	\$23,607 52
A. S. Matthews, Sup't.....	11,907 52
Stonington Steamboat Co.....	99 82
Ira H. Palmer, Treas., and in Stonington Bank.....	85,683 43
Bills receivable.....	2,000 00
Bonds.....	20,000 00

143,298 29

\$1,291,740 52

President.—SAMUEL D. BABCOCK.

Vice President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, James B. Johnston, Charles Morgan, William F. Cary, Jr., New York City; Nathan F. Dixon, Westerly, R. I.; John A. Burnham, Boston, Mass.; D. S. Babcock, Edward Morgan, New York City; S. B. Stone, Stonington, Conn.

Superintendent.—A. S. MATHEWS.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

The work on the Fort Wayne, Muncie and Cincinnati Railroad is steadily progressing southward from Fort Wayne. It is expected that the entire line will be opened between Fort Wayne and Cincinnati by the 1st of November.

U. S. Railroad Clerks' Mutual Insurance Association.

A meeting of delegates from various railroad companies throughout the United States was recently held in Philadelphia, in pursuance of a call made by R. D. Keen, of the Camden and Amboy Railroad, for the purpose of forming a Railroad Clerks' Mutual Insurance Association.

The meeting was organized by the election of R. D. Keen, Chairman, and Mr. James P. Foster, of Pittsburg, Secretary.

The following delegates were present: L. B. Blydenburg, Camden and Atlantic Railroad; R. D. Keen, Camden and Amboy Railroad; Joseph Barnes, Camden and Amboy Railroad; L. M. Babcock, Erie and Pittsburg Railroad; Q. Letronbridge, Philadelphia and Erie Railroad; Wm. H. Cantline, Camden and Atlantic Railroad; J. S. Hackett and M. Mills, West Jersey Railroad; Jno. Dougherty, Jos. S. Jenkins, David McKnight, Joseph S. Milligan, Lewis W. Young and Wm. S. Paddock, Pennsylvania Railroad; John S. Michamp, Camden and Atlantic Railroad; F. A. Auten, Philadelphia and Trenton Railroad; E. L. Thompson, C. & A. R. R.; W. Maull, Erie Railway Company; Wm. L. Cromlish and John G. Neil, Pittsburg; C. C. Fisher and James P. Foster, Pittsburg, Cincinnati and St. Louis Railroad; James P. Kerr, Northern Central.

The Chairman briefly stated the object of the Convention, when, on motion of Mr. Babcock, it was resolved that all present should be considered delegates.

A committee was appointed on Constitution and By-laws, consisting of Messrs. Babcock, Fisher and Keen. The meeting then took a recess.

At the hour fixed the Convention reassembled. The Committee on Constitution and By-laws, through its Chairman, Mr. R. D. Keen, reported that the organization shall be known as the Railroad Office Clerks' Mutual Life Insurance Association of the United States. Its officers to consist of a President, Vice President, Executive Committee of Five, and Grand Secretary and Treasurer, who shall give bonds for the faithful performance of his duties.

The officers to be elected for one year, and the meetings of the Association to be annual; the delegates thereto to consist of one from each road or division belonging to the Association. In case of the death of any member, the widow to receive the premium due; if no widow is left, then the heirs to receive the amount, and in default of heirs the funeral expenses to be paid. In the case of a member being totally disabled, the same premium to be raised by the Executive Committee by assessment, as in the case of death, and paid to such member.

The report was adopted.

An election for permanent officers for the ensuing year resulted as follows:

President, John G. Neil; Vice President, L. M. Babcock; Grand Secretary and Treasurer; R. D. Keen; Executive Committee, O. A. Trowbridge, D. McKnight, James P. Kerr, L. B. Blydenburg, C. C. Fisher.

The Convention then adjourned to meet at Chicago on the second Tuesday of April next.

Two sections of the Portland and Ogdensburg Railroad, in Vermont, are located and now ready for contract; from St. Johnsbury to the Lamolle River, in Hardwick, on the eastern end of the line, and from Swanton to the Lamolle River, in Cambridge on the western end, leaving only 25 or 30 miles of the road to locate between the two points.

Railroads through the Indian Territory.

The following is a copy of the joint resolutions of the Chickasaw Legislature, relative to railroads passing through their Nation, approved September 17, 1869:

Whereas, Under the treaty made at Washington, 1866, the Choctaws and Chickasaws granted a right of way through their lands to any companies which shall be authorized by Congress, or the Legislatures of said Nations, respectively, and which shall, with the express consent and approbation of the Secretary of the Interior, undertake to construct a railroad through the Choctaw and Chickasaw Nations; and,

Whereas, It is also provided in said treaty, that the Nation through which the roads aforesaid shall pass, may subscribe to the stock of the particular company or companies such amounts as they may be able to pay for in alternate sections of unoccupied lands for a space of six miles on each side of said roads, at a price per acre to be agreed upon between the Choctaw and Chickasaw Nations and the said companies, subject to the approval of the President of the United States; therefore,

Be it resolved by the Chickasaw Legislature, That while the Legislature fully appreciates the necessity of railroad connections through the Choctaw and Chickasaw country, between railroads being built outside thereof, and the great benefits such connections will confer by developing the resources of the country, and furnishing cheap and rapid transportation for the surplus productions thereof; and by facilitating communication, social intercourse, and trade between the Choctaw and Chickasaw people and the citizens of the United States, it is considered premature and impolitic at present, to entertain any propositions for the charter, or for subscriptions payable in land to the capital stock of any company, and that no steps should be taken in that connection, until such companies as propose to build railroads through the Choctaw and Chickasaw county shall have been authorized by Congress to construct and operate said road or roads, with the express consent and approbation of the Secretary of the Interior, and shall give unmistakable evidence of the intention and ability to construct and operate such road or roads.

Resolved further, That it is the opinion of the Legislature that the Choctaws and Chickasaws ought to entertain such propositions only for building and operating railroads through their country emanating from corporations chartered outside thereof, as come from such, as shall first reach the lines of the Indian Territory, either on the north, east or south.

Resolved further, That the Governor of this nation be requested to forward a copy of these resolutions to the Commissioner of Indian Affairs.

Approved Sept. 17, 1869.

C. HARRIS, Governor.

New York, Housatonic and Northern R. R.

Some time ago this company selected their route through the village of Danbury, Connecticut, and the selection was approved by the Connecticut Railroad Commissioners. The company constructed and put in operation the northern portion of their road, between Brookfield and Danbury, but have, during the past year, done no work upon the line beyond Danbury. The Boston, Hartford and Erie managers were desirous of using the same line, but could make no satisfactory arrangement with the former company, who demanded, it is said, \$100,000 for the privilege of laying down a track over their line. The Railroad Commissioners being appealed to, decided that the New York, Housatonic and Northern Company had forfeited the right to their line by failing to construct a road upon it; and the right was given gratuitously to the Boston, Hartford and Erie Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824			Hartford and New Haven. 100	3,300,000	J. A. J. & O.	Oct. '99	Porti, Saco & Portland. 100	1,500,000	J. & D.	Jun. '99
American Central. 100	800,000	J. & J.	Jul. '99	Hannibal and St. Joseph. 100	1,900,000			Providence & Worcester. 100	1,800,000	J. & J.	Jul. '99
Atlanta and West Point. 100	1,232,200	J. & J.	July '99	Do. pref. 100	5,233,839			Raleigh and Gaston. 100	2,600,000		
Atlantic & N. Carolina. 100	5,545,220			Hanover Branch, Pa. 50	116,850	M. & N.	May '99	Rensselaer and Saratoga. 100	2,000,000	A. & O.	Oct. '99
Atlantic & Gt. Western. 50	25,579,923			Hanoverton. 100	820,000			Richmond and Danville. 100	847,100		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jul. '99	Richmond and Petersburg. 100	1,041,800		
Atlantic & St. Lawrence. 100	2,494,900	J. & J.	Jul. '99	Hudson River. 100	13,932,700	A. & O.	Oct. '99	Rich. Fred. and Potomac. 100	1,041,800		
Augusta and Savannah. 100	735,700	J. & J.	Jul. '99	Huntingdon & B'd Top. 50	494,330			Rockport. 100	88,400		
Baltimore and Ohio. 100	15,151,922	A. & O.	Oct. '99	Do. pref. 50	190,750	J. & J.	Jan. '99	Rome, Water, and O'g'n. 100	2,400,000	J. & J.	Nov. '99
Do. Washington Br. 100	2,560,000	A. & O.	Oct. '99	Illinois Central. 100	23,415,780	J. & J.	Jan. '99	Rutland preferred. 100	2,300,000	F. & A.	Feb. '99
Baltimore City Passenger. 100	670,000	F. & A.	Aug. '99	Indianapolis, Cin. & Lafayette. 100	6,185,897	M. & S.	Sep. '99	St. L., Ark. and T. Haute. 100	2,040,000		
Bay de Noquet & Marq. 100	1,350,000	A. & O.	Apr. '99	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '99	St. L., Jack. and Chic'o. 100	1,488,429	Annual.	June '99
Belleville and St. Louis. 100	4,420,000	F. & A.	Feb. '99	Joliet and Chicago. 100	1,500,000	J. A. J. & O.	Apr. '99	Sandusky and Cincinnati. 100	2,082,000		
Belvidere Delaware. 100	990,260	J. A. J. & O.	Oct. '99	Joliet and North. Indiana. 100	300,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000	M. & N.	May '99
Berkshire. 100	600,000	J. & J.	Jun. '99	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Biosburg & Corning. 50	250,000	J. & D.	Jun. '99	Do. guar. 100	553,500	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Boston and Albany. 100	12,725,100	J. & J.	Jul. '99	Lockawanna & Bloomsb. 50	1,835,000			Sandusky and Cincinnati. 100	2,082,000		
Boston and Chelsea. 100	110,000	A. & O.	Oct. '99	Locks and Farmington. 50	1,835,000	J. & J.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Boston, Concord & Mont. 100	450,000			Lehigh and Mahanoy. 50	2,188,855	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	1,240,400	M. & N.	May '99	Lehigh and Susquehanna. 50	8,739,800	M. & N.	May '99	Sandusky and Cincinnati. 100	2,082,000		
Boston and Lowell. 500	1,897,500	J. & D.	Jun. '99	Lehigh Valley. 50	10,731,400	J. A. J. & O.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
Boston and Maine. 100	4,976,974	J. & J.	Jul. '99	Lehigh Luzerne. 50	344,600	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Boston and Providence. 100	3,200,000	J. & J.	Jul. '99	Lexington & Frankfort. 100	514,640	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Broadway (South Boston) 50	400,000	J. A. J. & O.	Oct. '99	Little Miami. 100	3,572,400	J. & D.	Jun. '99	Sandusky and Cincinnati. 100	2,082,000		
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. A. J. & O.	Jun. '99	L. M. & O. and X. (joint). 100	1,804,397	J. & D.	Jun. '99	Sandusky and Cincinnati. 100	2,082,000		
Brooklyn City. 100	1,000,000	F. M. A. N.	Aug. '99	Little Schuylkill. 100	2,646,100	J. & J.	Jun. '99	Sandusky and Cincinnati. 100	2,082,000		
Brooklyn City & New'n. 100	899,800			Lomb. and South St. (Ph.) 25	90,000			Sandusky and Cincinnati. 100	2,082,000		
Buffalo, Bradford & Pitts. 100	1,100,000			Long Island. 50	3,000,000	F. M. A. N.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Buff. New York & Erie. 100	950,000	M. & N.	May '99	Long Branch & Sea Shore. 50	96,194			Sandusky and Cincinnati. 100	2,082,000		
Buffalo and Erie. 100	5,000,000	F. & A.	Oct. '99	Louis, Cin. and Lex. pr. 100	211,122	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cambridge Horse (Boston) 100	777,800	A. & O.	Aug. '99	Louisville and Frankfort. 50	1,109,664	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Camden and Amboy. 100	5,000,000	F. & A.	Aug. '99	Louisville and Nashville. 100	7,849,186	F. & A.	Feb. '99	Sandusky and Cincinnati. 100	2,082,000		
Camden and Atlantic, pref. 50	600,000			Louis, N. Alb. & Chicago. 100	2,800,000			Sandusky and Cincinnati. 100	2,082,000		
Camden & Burlington Co. 100	381,000			Lowell and Lawrence. 100	200,000	A. & O.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
Cape Cod. 100	721,920	J. & J.	Jul. '99	Macon and Western. 100	2,000,000			Sandusky and Cincinnati. 100	2,082,000		
Cape May and Millville. 50	445,000	J. & D.	Jun. '99	Mahanoy & P'd Mount'n. 100	1,676,916			Sandusky and Cincinnati. 100	2,082,000		
Catawba. 100	1,180,000			Maine Central. 100	1,011,500			Sandusky and Cincinnati. 100	2,082,000		
Catawba, pref. 100	2,200,000	M. & N.	May '99	Manchester & Lawrence. 100	1,000,000	M. & N.	Nov. '99	Sandusky and Cincinnati. 100	2,082,000		
Cayuga & Susquehanna. 50	685,110	J. & J.	Jul. '99	Marietta & Cincinnati. 50	3,029,778			Sandusky and Cincinnati. 100	2,082,000		
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	Jul. '99	Do. 1st pref. 50	5,130,719	M. & S.	Sep. '99	Sandusky and Cincinnati. 100	2,082,000		
Central of Georgia. 100	4,600,000	J. & J.	Jul. '99	Do. 2d pref. 50	4,400,368	M. & S.	Sep. '99	Sandusky and Cincinnati. 100	2,082,000		
Central of New Jersey. 100	15,000,000	J. & J.	Dec. '99	Do. 2d pref. 50	5,132,726	M. & S.	Mar. '99	Sandusky and Cincinnati. 100	2,082,000		
Central Ohio. 100	2,000,000	J. & D.	Jun. '99	Memphis and Charleston. 100	570,000			Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	400,000	J. & D.	Oct. '99	Metropolitan (Boston). 100	1,350,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Con. Park, N. & E. River. 100	970,000			Michigan Central. 100	1,197,348	J. & J.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
Chemung. 100	850,000	J. A. J. & O.	Jul. '99	Middlesex (Boston). 100	400,000	A. & O.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cheshire, preferred. 100	2,011,520	J. & J.	Sep. '99	Mill Creek and Minchill. 100	523,378	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Chesapeake and Alton. 100	5,141,000	M. & S.	Sep. '99	Millville and Glassboro'. 100	405,020			Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	2,425,400	M. & S.	Sep. '99	Milw. & Prairie du Chien. 100	1,000,000			Sandusky and Cincinnati. 100	2,082,000		
Chicago, Burl. & Quincy. 50	13,325,025	M. & S.	Jul. '99	Milw. & St. Paul. 100	7,151,069	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Chicago, Iowa & Nebraska. 100	2,900,000	J. & J.	Jul. '99	M. Hill & Schuylk. Haven. 50	5,185,272	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Chicago and Milwaukee. 100	2,287,000	J. & D.	Jun. '99	Mobile and Ohio. 100	5,776,800	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Chicago & N. Western. 100	14,590,162	J. & D.	Jun. '99	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '99	Sandusky and Cincinnati. 100	2,082,000		
Chicago, R. I. & Pacific. 100	13,160,000	A. & O.	Oct. '99	Morris and Essex. 50	8,616,550	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cin. Ham. & Dayton. 100	3,600,000	A. & O.	Oct. '99	Nashua and Lowell. 100	285,350	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cincinnati City Passenger. 100	1,000,000	J. & J.	Jul. '99	Nashville & Chattanooga. 100	720,000	M. & N.	May '99	Sandusky and Cincinnati. 100	2,082,000		
Do. Street. 100	1,000,000	J. & J.	Jul. '99	Naugatuck. 100	2,056,664	F. & A.	Feb. '99	Sandusky and Cincinnati. 100	2,082,000		
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jul. '99	New Bedford & Taunton. 100	1,436,000	F. & A.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Clev., Col. & Ind. 100	10,450,000	F. & A.	Aug. '99	New Haven & N. London. 100	785,888	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cleveland & Mahoning. 50	2,060,400	M. & N.	May '99	N. Haven & Northampton. 100	1,244,000	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Cleveland and Pittsburgh. 50	5,953,775	J. A. J. & O.	Oct. '99	New Jersey. 100	6,250,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Cleveland and Toledo. 50	5,000,000	J. & J.	Aug. '99	New London Northern. 100	385,000	M. & S.	Sep. '99	Sandusky and Cincinnati. 100	2,082,000		
Col. Ont. & Indiana Can. 100	11,430,000	J. & J.	Jul. '99	New York Central. 100	23,795,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Columbus and Xenia. 100	1,788,000	J. & J.	Jul. '99	Do. Int. certificates. 100	23,795,000	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Concord. 100	1,500,000	M. & N.	Nov. '99	New York and Harlem. 100	1,500,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Concord & Ports. guar. 100	350,000	J. & D.	Jun. '99	Do. pref. 50	9,000,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Coney Island & Brooklyn. 100	800,000	J. & J.	Jul. '99	New York & New Haven. 100	9,000,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Conn. & Passama. Rivers. 100	138,000	J. & J.	Jul. '99	N. Y., Provid. & Boston. 100	2,000,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	1,822,100	J. & J.	Jul. '99	Niag. Bridge & Canada. 100	1,000,000	J. & J.	Jan. '99	Sandusky and Cincinnati. 100	2,082,000		
Connecticut River. 100	1,700,000	A. & O.	Oct. '99	Ninth Avenue. 100	797,400			Sandusky and Cincinnati. 100	2,082,000		
Cumberland Valley. 100	1,316,900			North Carolina. 100	4,000,000			Sandusky and Cincinnati. 100	2,082,000		
Danbury and Newburgh. 100	400,000			North Central. 50	4,798,900	F. M. A. N.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
Dayton and Michigan. 100	2,390,640	J. & J.	Jul. '99	North Eastern (S. O.) pref. 100	1,650,000			Sandusky and Cincinnati. 100	2,082,000		
Delaware. 100	694,280	J. & J.	Jul. '99	North of N. Hampsh. 100	3,045,400	J. & D.	June '99	Sandusky and Cincinnati. 100	2,082,000		
Del. Lackaw. & Western. 100	13,386,020	J. & J.	Jul. '99	North Pennsylvania. 50	3,150,150			Sandusky and Cincinnati. 100	2,082,000		
Des Moines Valley. 100	1,320,200			Norwich & Worcester. 100	2,308,600	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Detroit & Milwaukee. 100	1,041,350			Ogdensb. & L. Champ'n. 100	9,040,900	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	1,500,000			Do. pref. 100	9,994,900	A. & O.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
D. Dock, R. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Jul. '99	Ohio and Mississippi. 100	3,000,000			Sandusky and Cincinnati. 100	2,082,000		
Dubuque and Sioux City. 100	1,678,641	Annual.	Jul. '99	Do. pref. 100	3,000,000			Sandusky and Cincinnati. 100	2,082,000		
Do. pref. 100	1,987,351	J. & J.	Jul. '99	Oil Creek & Allegheny R. 50	4,250,000	J. A. J. & O.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
East Mahanoy. 100	892,550	J. & J.	Jul. '99	Old Colony & Newport. 100	4,848,320	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Eastern (Mass.). 100	492,500	J. & J.	Jul. '99	Orange and Newark. 100	281,550			Sandusky and Cincinnati. 100	2,082,000		
Eastern (N. H.). 100	464,600			Oswego and Syracuse. 50	482,400	F. & A.	Aug. '99	Sandusky and Cincinnati. 100	2,082,000		
East Pennsylvania. 100	1,290,087			Pacific of Missouri. 100	3,614,515			Sandusky and Cincinnati. 100	2,082,000		
East Tenn. and Virginia. 100	1,902,000			Panama. 100	7,000,000	J. A. J. & O.	Oct. '99	Sandusky and Cincinnati. 100	2,082,000		
Eight Avenue (N. Y.). 100	1,000,000	J. A. J. & O.	Jul. '99	Paterson and Ramapo. 100	248,500	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Elm. Jeffers & Canastota. 100	600,000	M. & N.	May '99	Paterson and Hudson River. 100	630,000	J. & J.	Jul. '99	Sandusky and Cincinnati. 100	2,082,000		
Elmira & Williamsport. 50	600,000	M. & N.	May '99	Pennsylvania. 100	21,045,760	M. & N.	Apr. '99	Sandusky and Cincinnati. 100	2,082,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1897.....	38,169	51,831	60,029	81,156	95,828	121,702	174,512	181,297	200,550	212,109	128,166	75,871	1,421,525
1898.....	64,463	98,937	81,399	96,481	104,838	144,729	259,690	251,832	262,770	293,422	296,562	342,745	2,300,767
1899.....	212,904	218,932	301,308	438,048	568,270	566,080	579,000	511,854	597,500	.....	.....	.....	.....
Chicago and Alton:													
1898.....	100,880	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,873,708
1899.....	154,418	195,803	195,803	182,723	178,786	206,000	224,267	312,165	354,554	320,879	307,803	252,018	2,770,494
1900.....	280,600	275,283	298,093	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	235,824	3,540,092
1901.....	226,168	222,241	290,111	269,249	329,851	371,544	321,597	397,209	322,638	360,223	322,030	271,247	3,695,153
1902.....	243,787	157,832	235,961	282,165	335,510	342,359	354,244	416,982	408,999	426,752	359,102	330,139	3,892,861
1903.....	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,048
1904.....	339,762	304,828	393,648	331,149	345,550	391,685	353,736	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1898.....	140,024	130,225	122,512	126,708	144,995	170,937	139,142	160,306	210,729	216,090	196,435	201,134	1,959,307
1899.....	158,735	175,482	185,013	198,679	243,178	243,178	224,980	307,874	375,860	324,866	336,617	321,687	3,006,570
1900.....	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1901.....	241,396	183,885	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,368	3,466,923
1902.....	292,047	224,021	272,454	265,399	297,025	276,851	297,513	444,024	566,043	599,549	442,275	377,053	4,585,614
1903.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	501,200	424,589	435,435	4,797,464
1904.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	570,000	.....	.....	.....	.....
Chicago and Northwestern:													
1898.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,808	669,095	729,759	716,378	653,400	6,114,566
1899.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,633	754,671	647,842	7,970,490
1900.....	523,566	399,917	523,745	537,519	568,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,892	712,359	9,290,430
1901.....	696,347	574,664	765,398	774,279	895,712	893,658	888,214	1,068,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1902.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,972	1,107,084	1,001,987	13,884,471
1903.....	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,187,156	1,032,514	1,321,180	.....	.....	.....	.....
Erie:													
1898.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1899.....	906,769	917,639	1,139,528	1,217,143	1,118,731	1,118,731	1,071,812	1,239,024	1,444,745	1,498,716	1,421,381	1,041,646	14,139,264
1900.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,005	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1898.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,598	359,463	3,448,327
1899.....	209,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1900.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,239	661,391	657,141	603,402	6,329,447
1901.....	571,536	528,972	616,695	460,573	617,682	578,408	747,469	739,736	681,589	648,887	618,083	618,083	7,151,206
1902.....	603,053	605,296	505,465	411,605	569,250	567,079	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1903.....	647,129	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1904.....	587,443	586,105	444,443	618,800	572,551	626,240	549,714	794,325	889,967	931,590	686,401	681,041	7,817,822
1905.....	681,666	568,783	717,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marquette and Cincinnati:													
1898.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1899.....	94,136	78,795	92,910	92,788	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1900.....	92,433	81,599	98,432	108,461	95,416	96,324	108,413	126,556	121,519	125,065	119,109	121,408	1,294,095
1901.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,889	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1898.....	248,784	230,508	557,227	266,613	264,935	241,236	189,145	238,012	308,106	375,587	332,360	348,045	3,302,543
1899.....	256,600	304,445	338,454	330,651	316,258	278,891	358,882	402,219	407,107	448,934	411,806	412,052	4,120,152
1900.....	363,966	366,361	413,974	365,180	351,489	387,095	301,613	418,575	488,808	524,700	495,072	351,799	4,826,727
1901.....	312,946	277,234	412,715	413,970	384,684	338,858	384,401	429,177	496,655	429,546	456,218	4,650,326	4,650,326
1902.....	305,857	311,088	395,372	409,248	357,749	397,963	313,130	434,318	488,388	530,871	429,785	380,034	4,663,508
1903.....	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,593	4,981,115
1904.....	385,901	357,409	453,431	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1898.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,584	2,650,762
1899.....	242,078	245,858	236,432	236,453	206,221	193,329	216,449	308,168	375,488	338,794	306,186	316,065	3,168,065
1900.....	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,940
1901.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,556
1902.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,904	308,669	4,260,115
1903.....	304,095	283,661	375,210	383,952	284,977	313,021	398,993	404,778	506,296	412,934	330,373	437,073	4,371,073
1904.....	343,816	304,315	326,890	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1905.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	358,669	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1897.....	319,768	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1898.....	309,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,046
1899.....	454,130	330,233	420,774	460,287	630,844	678,800	686,241	525,383	724,514	.....	.....	.....	.....
New York Central:													
1898.....	957,569	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,129
1899.....	1,086,860	895,887	1,135,745	1,190,491	1,170,415	1,084,538	1,135,461	1,256,911	1,490,929	1,530,518	1,211,108	935,357	14,143,215
1900.....	901,571	845,853	1,075,773	1,227,286	1,098,731	934,539	1,101,993	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1898.....	210,329	290,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1899.....	259,239	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,349	372,618	412,553	284,319	3,793,095
1900.....	297,541	245,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1901.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,953	3,459,319
1902.....	211,703	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	383,329	274,637	233,561	2,964,041
1903.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1898.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1899.....	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	

NATIONAL AND STATE SECURITIES.

[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Central Branch Union Pacific:						
2d Mortgage (floating funded).....	.....	.....	&	"	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
Androscoggin:							2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (New York).....	.....	7*	April & Oct.	London.	1879	....	Central of New Jersey:						
1st Mortgage (Pennsylvania).....	.....	7*	"	"	1877	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	97
1st Mortgage (Ohio).....	6,000,000	7*	"	New York.	1876	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Franklin Branch).....	.....	7*	June & Dec.	London.	1882	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97
1st Mortgage (Buffalo Extension).....	.....	7*	April & Oct.	"	1884	....	Central Ohio:						
1st Mortgage (Silver Creek Br.).....	.....	7*	March & Sept.	"	1884	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78 1/2
2d Mortgage (New York).....	.....	7*	April & Oct.	New York.	1881	....	Central Pacific of California:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	92
2d Mortgage (Ohio).....	.....	7*	Jan. & July.	"	1883	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111 1/2
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Convertible bonds.....	1,500,000	7*	"	"	1883	108 1/2
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18—	....	National Loan.....	22,789,000	6	"	"	1895	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage Consolidated.....	2,000,000	7	&	New York.	1898	....	Charlotte and South Carolina:						
Atlantic and St. Lawrence:							1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Cheraw and Darlington:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chesapeake and Ohio (Va. Cent.):						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Baltimore and Ohio:							Cheshire:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	89 1/2
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	92 1/2	Chester Valley:						
Loan of 1850.....	579,000	6	"	"	1880	92	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Loan of 1853.....	1,210,500	6	April & Oct.	"	1885	92 1/2	Chicago and Alton:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	101 1/2
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Bay de Noquet and Marquette:							Chicago, Burlington and Quincy:						
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
Belleville:							Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
2d Mortgage.....	16,000	7	"	"	1870	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belleville and Snow Shoe:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belvidere Delaware:							Chicago and Great Eastern:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	87 1/2	Construction.....	400,000	7	April & Oct.	New York.	1895	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	80	Income.....	300,000	7	"	"	1895	....
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	78	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	&	New York.	1881	....
Sterling Loan.....	2,051 \$20	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Prof. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	92 1/2
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	88 1/2
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000.....	.....	7	Jan. & July.	"	1899	60 1/2	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	91
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	96	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chl. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	1898	87
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.).....	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	99 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.).....	7,375,000	7	"	"	1896	95
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	81 1/2	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage.....	1,000,000	7	" " "	" " "	1880	91½	2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1892	92	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	84
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	80
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	928,500	7	June & Dec.	" " "	1888	78½
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	" " "	1882	...	Buffalo Branch Bonds.....	189,400	7	Jan. & July.	" " "	1891	...
2d Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" " "	1885	99½	Starling Loan £300,000.....	4,844,444	6	March & Sept.	London.	1875	...
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" " "	1886	...	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	" " "	1875	...
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" " "	1893	...
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	77½	Evansville and Crawfordville:						
Columbus and Indiana Central:							1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	...
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	74	1st Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1869	...
Income Bonds.....	1,243,000	7	" " "	" " "	1881	...	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" " "	1881	...
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897	...	1st Mortgage.....	200,000	7	" " "	Providence.	18—	...
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" " "	1909	...	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" " "	Princeton.	18—	...
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" " "	New York.	18—	...
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '86 and '87, free.....	295,000	7	" " "	" " "	176-77	...	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	99
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" " "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	Grand Rapids and Indiana:						
Connecting:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Grand River Valley:						
Cumberland and Pennsylvania:							1st Mortgage guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	...
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand Trunk (Can.):						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" " "	1885	...	1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	...
Cumberland Valley:							2d Preference Bonds.....	7,355,986	5½	" " "	" " "	18—	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	3d Preference Stock.....	3,414,094	4½	" " "	" " "	18—	...
1st Mortgage.....	109,500	8	" " "	" " "	1904	...	4th Preference Stock.....	25,592,860	5½	" " "	" " "	18—	...
Danbury and Norwalk:							Equipment Bonds.....	2,433,333	6½	April & Oct.	" " "	18—	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	...
Danv. Urbana, Blooming, & Pekin:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Government Loan £573,688.....	2,782,387	6½	" " "	Ottawa.	...	...
Dayton and Michigan:							Mortgage Bonds £815,200.....	2,983,720	6½	" " "	London.	'73-'76	...
1st Mortgage sinking fund.....	2,600,000	7	Jan. & July.	New York.	1881	...	Mortgage Bonds £547,000.....	2,652,950	5½	" " "	" " "	'77-'78	...
2d Mortgage.....	642,000	7	March & Sept.	" " "	1884	...	Stock Debentures £46,700.....	228,500	5½	" " "	" " "	irred.	...
Toledo Depot Mortgage.....	169,500	7	" " "	" " "	81-'94	...	Great Western of Illinois:						
Dayton and Union:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	...
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	...	1st Mortgage (General).....	1,455,000	7	" " "	" " "	1888	...
Income Bonds.....	252,445	6	" " "	" " "	1879	...	2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	82
Dayton and Western:							Greenville and Columbia:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...
2d Mortgage.....	463,000	6	Jan. & July.	" " "	1905	...	Hannibal and St. Joseph:						
Delaware:							Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89½	Convertible bonds.....	800,000	7	Jan. & July.	" " "	1883	102
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	...	Eight per cent. Loan.....	800,000	8	" " "	" " "	18—	...
State Loan.....	170,000	6	" " "	" " "	1876	...	Ten per cent. Loan.....	1,000,000	10	" " "	" " "	1872	...
Extension Mortgage.....	100,000	6	" " "	" " "	1880	...	Ten per cent. Loan.....	500,000	10	" " "	" " "	1869	...
Delaware, Lackaw. & Western:							1st Mort. (Quincy and Palmyra),	500,000	8	" " "	" " "	18—	...
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mort. (Kan. City & Cameron)	1,200,000	10	" " "	" " "	18—	...
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	97	Harrisburg and Lancaster:						
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" " "	1881	90	1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
D. & M. Valley:							Hartford and New Haven:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	...	Hartford, Providence and Fishkill:						
Detroit and Milwaukee:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mort. (Connecticut 96.04 m.)	1,674,500	7	" " "	Hartford.	1876	...
2d Mortgage.....	1,000,000	8	" " "	" " "	1875	...	Hempfield:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	...	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...
Bonds of June 30, 1866, (cond.)	1,611,639	6	" " "	" " "	1886	...	2d Mortgage.....	100,000	7	" " "	" " "	1885	...
Detroit, Mon. & Tol. (M.S. & N.L.)							Houston and Texas Central:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	1st Mortgage (L.G.) sinking fund	2,600,000	7½	Jan. & July.	New York.	1891	...
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	99
1st Mortgage.....	150,000	7	April & Oct.	" " "	1878	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	103
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	...	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	100
Dubuque and Sioux City:							Huntington and Broad Top Mt.:						
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	...
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	...	Consol. Mortgage.....	887,045	7	April & Oct.	" " "	1895	33
Dubuque Southwestern:							Illinois Central:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Construction.....	3,955,000	7	April & Oct.	New York.	1875	117
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	...	Construction.....	437,500	6	" " "	" " "	1875	...
1st Brandywine & Waynesburg:							Redemption.....	2,560,500	6	" " "	" " "	1890	...
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Redemption, sterling.....	2,424,500	6½	" " "	London.	1875	...
East Pennsylvania:							Illinois and Southern Iowa:						
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
Tennessee and Georgia:							Indianapolis, Cin. and Lafayette:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	...
Tennessee Loan (1866).....	430,277	6	" " "	" " "	1888	...	1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" " "	1888	...
Mortgage (old).....	640,000	6	" " "	" " "	1880	...	Indianapolis, Crawfordsv. & Danv.:						
Mortgage (new).....	136,400	7	" " "	" " "	1880	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	...
East Tennessee and Virginia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...
Tennessee Loan (1866).....	600,000	6	" " "	" " "	1898	...	Iowa River:						
Tennessee endorsed bonds.....	178,000	6	" " "	" " "	18—	...	1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	...
Eastern:							Jackson, Lansing and Saginaw:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72	...	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	90½
2d Mortgage, (convert. sterling).....	420,000	5½	Jan. & July.	London.	1872	...	Jeffersonville (J. M. & L.):						
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	15½	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	...
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	" " "	1876	...	Jeffersonville, Madison & Indian.:						
Bonds of 1869.....	500,000	6	March & Sept.	" " "	1889	90	1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1900	...
Essexfield and Kentucky:							Joliet and Chicago:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	...
Elmira and Williamsport:							Joliet and Northern Indiana:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	88	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	...
Income Bonds.....	570,000	5	April & Oct.	" " "	1872	58	Junction, Philadelphia:						
European and North American:							1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	...
1st Mortgage (Bangor to Winn.)	1,000,000	6½	Jan. & July.	London.	1886	...							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mobile and Montgomery:						
1st Mort. (Covington & Lexington)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1898	....
2d Mortgage (do.).....	794,000	7	— & —	" "	1883	....	Mobile and Ohio:						
3d Mortgage (do.).....	237,000	7	— & —	" "	1883	....	1st Mortgage, Sterling.....	4,693,000	6*	May & Nov.	London.	1882	....
Kookuk and St. Paul:							1st Mortgage, Sterling.....	1,699,800	6*	Jan. & July.	Mobile.	1882	52
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Knoxville and Charleston:							Liquidation (10 year) bonds.....	556,421	8	" "	Mobile.	1897	19
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Interest bonds.....	697,900	8	" "	New York.	1876	....
Knoxville and Kentucky:							Montgomery and Bufala:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Montgomery and West Point:						
Lackawanna and Bloomsburg:							Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	306,900	8	" "	" "	1870	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mortgage Bonds.....	719,500	8	" "	" "	1881	82
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Morris and Essex:						
3d Mortgage (Extension).....	400,000	7	May & Nov.	" "	1890	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	100
Lake Erie and Louisville:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	91
1st Mortgage for \$1,800,000.....	500,000	7	Jan. & July.	New York.	1893	....	Nashville and Chattanooga:						
Lawrence:							1st Mortgage, endorsed by Tenn.	1,609,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	360,000	7	" "	Pittsburg.	1886	....	Tenn. State Loan.....	150,000	6	" "	" "	1892	....
Lehigh and Lackawanna:							Tenn. Coupons Funded.....	426,270	6	" "	" "	1892	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	86	Nashville and Decatur:						
Lehigh Valley:							Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	190-92	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	" "	1898	95	2d Mortgage.....	500,000	6	" "	New York.	1887	....
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	" "	1878	....	Nashville and Northwestern:						
Little Miami:							Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	188-94	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	2d Mortgage.....	792,050	6	" "	" "	1871-83	....
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1890	....	Naugatuck:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Long Island:							Newark and New York:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	Newburg and New York (Oct. 1, '68):						
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Louisville, Cin. and Lexington:							New Bedford and Taunton:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Louisville and Frankfort:							New Brunswick and Canada:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville Loan.....	100,000	6	" "	" "	1881	....	Newcastle and Beaver Valley:						
Louisville and Nashville:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	1870-77	98	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	" "	1877	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	1870-75	96	New Haven and Darby:						
1st Mortgage, Bardonia Branch.	27,500	7	Jan. & July.	" "	1870	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	1870-85	92	New Haven and Northampton:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	186-87	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven	1869	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	" "	1886	....	1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Leb. Br. Ext....	600,000	6	April & Oct.	" "	1893	....	New Jersey:						
Consolid. 1st mort. for \$8,000,000	.....	7	" "	" "	1898	90	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	1875-87	93
Louisville, N. Albany & Chicago							New London Northern:						
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Macon and Brunswick:							1st Mortgage, Extension.....	270,000	7	March & Sept.	" "	1885	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Mahony and Broad Mountain:							N. Orleans, Jackson & Gt. North:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
Maine Central:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	" "	1890	70
\$1,000,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	1890-91	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	46
\$400,000 Loan.....	307,700	6	June & Dec.	" "	1870-71	....	2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
Bangor City Loan.....	621,000	6	April & Oct.	" "	1874	....	New York Central:						
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	90
Marietta and Cincinnati:							Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
1st Mortgage, Sterling.....	1,050,000	7*	" "	London.	1891	....	Bonds for railroad stocks.....	592,000	6	" "	" "	1883	87
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	71	Bonds for real estate.....	162,000	6	" "	" "	1883	88
Scioto and Hocking Valley.....	300,000	7	" "	" "	1896	....	Bonds and mortgages.....	58,215	7	various.	" "	var.	....
Memphis and Charleston:							Convertible bonds.....	210,000	7	Feb. & Aug.	" "	1876	120
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "	1887	90
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	85	New York and Flushing:						
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Little Rock:							New York and Harlem:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	90
Mortgage (road and land).....	1,300,000	8	May & Nov.	" "	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	" "	1896	....
Ark. State Loan.....	900,000	7	Jan. & July.	" "	1897	....	New York and New Haven:						
Michigan Central:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	96
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	New York, Providence & Boston:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113	Extension Bonds.....	250,000	6	May & Nov.	" "	1883	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....	Norfolk and Petersburg:						
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121	1st Mortgage.....	119,500	7	Jan. & July.	New York.	1875	73
Michigan Southern & North. Ind.:							2d Mortgage.....	303,000	8	" "	" "	1875	80
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	98	2d Mortgage for \$300,000.....	43,000	8	" "	Norfolk.	1872	....
2d Mortgage.....	2,693,000	7	" "	" "	1877	91	North Eastern:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
Mifflin and Centre County:							2d Mortgage for \$300,000.....	145,000	7	" "	" "	1868	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Missouri:						
Milwaukee & Chicago, (40 miles):							1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	83
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	" "	1888	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....	North Pennsylvania:						
Milwaukee and St. Paul:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	87
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	88	Chattel Mortgage.....	260,000	10	April & Oct.	" "	1887	105
2d Mortgage.....	1,390,000	7	April & Oct.	" "	1884	85	2d Mortgage.....	276,500	7	— & —	" "	18—	89
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	" "	1898	100	North Shore, L. I.:						
2d Mortgage (P. du C.).....	736,000	7.3	" "	" "	1899	90	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86	Northern Central:						
Mineral Point:							1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1882	....
1st Mortgage.....	320	10	— & —	New York.	1887	....	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "	1885	87
Mississippi Central:							3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" "	1900	88
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	72	Consol. Mort. for \$6,000,000.....	952,000	6*	Jan. & July.	" "	1900	....
2d Mortgage.....	1,997,000	8	Feb. & Aug.	" "	1876	43	Northern New Hampshire:						
Tenn. State Loan.....	1,278,980	6	Jan. & July.	" "	1892	....	Company Bonds of 1854.....	120,000	6	April & Oct.	Boston.	1874	....
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	" "	1890	....	North Western Virginia:						
Tennessee State Loan.....	417,800	6	" "	" "	1892	....	2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
Mobile and Girard:							3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	" "	1885	70
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$800,000.....		8		"	1897	....	Consolidated Bonds.....	300,000	6	" "	"	1896	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	80
Construction bonds.....	124,500	7	" "	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdenburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100							
Equipment Bonds.....	300,000	8	" "	"	'69-'78	102	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ohio and Mississippi:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	94
1st Mortgage, W. Div.....	850,000	7	" "	"	'872	....	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	" "	"	1874	....	2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series K).....	880,000	7	May & Nov.	"	1912	....
Consolidated Mort. sterling.....	83,420	7	" "	London.	1898	....	2d Mortgage (Series L).....	880,000	7	June & Dec.	"	1912	....
Oil Creek and Allegheny River:							2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	90
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897	....	Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	....
Old Colony and Newport:							Placerville and Sacramento:						
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	....	1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	93 1/2	1st Mortgage.....	525,000	10*	" "	"	1894	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	100 1/2	Providence, Warren and Bristol:						
Orange, Alexandria & Manassas:							1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73 1/2	Quincy and Toledo:						
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70 1/2	Raritan and Delaware Bay:						
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	73	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
Va. State Loan.....	249,962	6	" "	"	1887	....	2d Mortgage.....	250,000	7	" "	"	1888	....
Oswego Valley:							Equipment Bonds, convertible..	298,000	7	" "	"	1876	....
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	Reading and Columbia:						
Oswego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Rensselaer and Saratoga:						
Oswego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
2d Mortgage.....	375,000	7	" "	"	1885	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
Pacific of Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	90	Richmond and Danville:						
St. Louis Loan.....	700,000	6*	" "	"	'71-'73	90	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	Bonds guaranteed by Virginia..	161,600	6	" "	"	'75-'76	72 1/2
Panama:							Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'80	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Consolidated, registered.....	408,500	6	" "	Richmond.	'75-'80	....
1st Mortgage, Sterling.....	346,000	7*	" "	"	1875	....	Rich. Frederickburg & Potomac:						
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
Paterson and Newark:							Company Bonds, dollar.....	172,800	7	" "	Richmond.	1875	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888	....	Richmond and Petersburg:						
Pemberton and Hightstown:							Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st Mortgage endorsed.....	100,000	7	" "	New York.	1877	....	Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
Peninsula (C. & N. W.):							Richmond and York River:						
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	1st Mortgage.....	600,000	8	" "	New York.	18—	....
Pennsylvania:							Roanoke Valley (R. & Dan.):						
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97	1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
2d Mort. { " " " " }	2,594,000	6	April & Oct.	"	1875	94	Rockford, R. Island & St. Louis:						
2d M. stg. { " " " " }	2,283,840	6	" "	London.	1875	....	1st Mortgage, convertible, S.F. fre.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	80
General Mortgage.....	1,546,000	6	J. A. J. & O.	Philadelphia.	1910	....	Rock Island and Peoria:						
State lien on whole property....	6,232,755	6	April & Oct.	Harrisburg.	1890	....	1st Mortgage.....	1,384,000	7	" "	New York.	18—	....
Short Bonds and Debentures....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	Rome, Watertown & Ogdensb.:						
Pennsylvania and New York:							1st Mortgage, Sinking Fund...	571,000	7	June & Dec.	New York.	1891	100
1st Mortgage guaranteed.....	2,697,000	7	" "	Philadelphia.	18—	90	Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
Pensacola and Georgia:							1st Mort. (Potdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	Rutland and Burlington:						
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	"	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140 1/2
2d Mortgage.....	255,000	8	" "	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	" "	"	1863	60
Peoria and Bureau Valley:							Sacramento Valley:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
Peoria, Pekin and Jacksonville:							2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	St. Joseph and Council Bluffs:						
Perkiomen:							1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage.....	255,000	6	" "	Philadelphia.	18—	....	1st Mortgage (in Iowa 52 m.)..	150,000	10	" "	"	1893	....
Perth Amboy and Woodbridge:							2d Mortgage.....	500,000	7	" "	"	1882	....
1st Mortgage, guaranteed.....	100,000	6	" "	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Philadelphia and Baltimore Cent:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92 1/2
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Philadelphia and Erie:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80 1/2
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (General).....	5,000,000	6	" "	"	1881	86 1/2	2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	75
2d Mortgage.....	4,000,000	7	" "	"	1901	85	St. Louis and Iron Mountain.						
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	....	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	81
Philadelphia, Germant. & Norist.							St. Louis, Jacksonville & Chicago:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	86
Philadelphia and Reading:							2d Mortgage (\$5,000 per mile)..	360,000	7	Jan. & July.	"	1898	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	100 1/2	St. Louis and St. Joseph:						
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1863-43-44-48 and 49..	2,497,800	6	" "	"	1880	89	St. Louis, Vandalia & T. Haute:						
Bonds of 1867, convertible.....	171,500	6	" "	"	1886	96	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1868, Sterling.....	182,400	5*	" "	London.	1880	....	2d Mortgage, S. F., guaranteed.	2,600,000	7	" "	"	18—	....
Bonds of 1868, Sterling, conv.....	288,000	7*	" "	"	'72-'77	....	St. Paul and Chicago:						
Bonds of 1868 for renewals													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct	Philadelphia.	1880	....
2d Mortgage.....	71,000	7	— & —	"	1870	....	" " 2d class...	860,000	7	or	"	1880	....
Seima and Meridian:							" " 3d class...	164,000	7	Jan. & Jul.	"	1880	....
1st Mortgage.....	79,872	...	— & —	"	....	....	" " 4th class...	1,263,000	7	"	"	1880	....
2d Mortgage.....	52,000	...	— & —	"	....	....	Virginia and Tennessee:						
3d Mortgage.....	605,000	...	— & —	"	....	....	1st Mortgage.....	404,000	6	June & Dec.	New York.	1872	....
Helma, Rome and Dalton:							2d Mortgage.....	23,500	6	"	"	1883	64
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....	3d Mortgage (Enlarged).....	900,000	6	"	"	1884	66
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1884	....	Income Bonds.....	138,500	6	"	"	1886	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenoyagan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	204,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Winn City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	"	"	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1888	91
Sterling Bonds \$452,812 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1886 for \$1,000,000.....	983,500	6	Jan. & July.	"	1890	....
Sterling Bonds \$59,031 1/2.....	262,366	5*	"	Charleston.	'71-'85	....	Western (Boston and Albany).....						
Domestic Bonds.....	418,016	6	"	"	'73-'74	....	Sterling Loans, \$890,900.....	2,051,620	5*	April & Oct.	London.	'69-'71	97
Domestic Bonds.....	663,500	7	April & Oct.	"	'70-'72	....	Dollar Bonds.....	798,000	6	"	Boston.	1875	97 1/2
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1880	89
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1880	90
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90 1/2	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
1st Mort., guar. by Petersburg...	300,000	6	"	Petersburg.	'70-'75	65 1/2	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1890	....
2d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68	....	Whitehall and Plattsburg:						
3d Mortgage.....	317,000	6	"	"	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	....	8	"	New York.	'84-'90	....	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....	....	8	"	"	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1880	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	"	"	1880	....
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	528,000	7	"	"	1880	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7	May & Nov.	"	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1890	91 1/2
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	3d Mortgage.....	500,000	6	"	"	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	....	Chesapeake and Ohio:						
Suway:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	Sterling, guaranteed.....	4,375,000	6*	"	London.	1890	....
Toga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	82 1/2	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83 1/2	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	....	1st Mortgage (new).....	1,600,000	7	May & Nov.	"	1877	....
Toledo, Wabash and Western:							Delaware and Raritan (See Cam	den and	Δ	mbay R. R.)			
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	88	Erie of Pennsylvania:						
1st M.L.Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1866	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	84	Interest Bonds.....	161,960	7	"	"	18—	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Illinois and Michigan:						
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	79	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	87	Ill. State bonds, sterling, reg...	500,967	6*	"	"	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	2d Loan.....	5,604,122	6	"	"	1884	82 1/2
Troy Union:							3d Loan.....	2,000,000	6	"	"	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	95
2d Mortgage, guaranteed.....	300,000	6	"	"	1878	....	Convertible Loan.....	1,201,850	6	"	"	1877	80
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	83 1/2	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy).....	25,998,000	6	"	"	'95-'99	....	2d Mortgage.....	57,000	6	"	"	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	2d Mortgage.....	302,750	6	"	"	1876	....
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	"	"	1888	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
2d Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
3d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	86
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	2d Mortgage.....	3,980,870	6	Jan. & July.	"	1882	55
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71	"	1916	....	Improvement Loan.....	1,601,870	6	May & Nov.	"	1876	61 1/2
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	79	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	"	Boston.	1891	87	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	57
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	'76-'77	101 1/2	Preferred Interest Bonds.....	325,000	6	"	"	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90 1/2	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	1
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	"	Boston.	1880	....	Wyoming Valley:						
3d Mortgage.....	293,200	7	"	New York.	1880	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1875	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

Value of Shares	Abstract of General Balance Sheet.										Operations.										Earnings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Property and Assets.					Liabilities.					Railroad Operated.					Carried one mile.					Gross.					Net.					Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Rolling Stock.		Assets.		Land, &c.	Accounts and Cash.		Stocks.	Bonds.		Accounts.	Surplus Income.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.										Value of Shares.									
Property and Assets.										Earnings.									
Rolling Stock.										Operations.									
Car.										Freight.									
Pass.										Passenger.									
Engines.										Trains Moved.									
Railroad in progress.										Railroad Operated.									
2d Track and Sidings.										Surplus Income.									
Branch Line.										Accounts.									
Main Line.										Bonds.									
Year ending.										Stocks.									
Assets.										Accounts and Cash.									
Liabilities.										Dividends.									
Net.										Gross.									
Par.										Net.									
Market.										Par.									
Value of Shares.										Market.									

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.														
Years ending.	Length equiv. single track.	Horses & Car.	Dummies.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '88	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	p. c.	100	100	
Nov. 30, '88				Albany st. Freight (B'ton). Mass.		150,000								
Oct. 31, '88	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	
Dec. 31, '88	63.00	480	80	Baltimore City.....Md.		110,000						100	100	
Sept. 30, '88	22.00	401	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30, '88	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100		
Sept. 30, '88	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	
Sept. 30, '88	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30, '88	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30, '88	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	
Sept. 30, '88	11.00	201	43	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30, '88	6.50	40	12	B'klyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30, '88	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30, '88	15.21	197	53	Buffalo street.....N.Y.	318,909	56,000	186,000	109,500	99,784	17,427		50	50	
Sept. 30, '88	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30, '88	28.82			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	89,058	9.0	100	100	97	
Sept. 30, '88	1.76	39		Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	10	10		
Sept. 30, '88	36.00	561	149	Cen. P. N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31, '88	9.20			Cincinnati street.....O.										
Oct. 31, '88	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	19	
Oct. 31, '88	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Oct. 31, '88	6.50			City Passenger (Cin.).....O.										
Sept. 30, '88	14.83	236	18	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30, '88	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30, '88	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31, '88	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732	25	25		
Sept. 30, '88	18.00	872	160	Eight Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31, '88	8.00	52	9	Fairhaven and Westville, Conn.	152,917	150,000						100	100	
Sept. 30, '88	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30, '88	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31, '88	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	
Sept. 30, '88	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31, '88	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29
Oct. 31, '88	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	
Sept. 30, '88	5.50	92	15	Gr'd st. & Newtown (B'kn) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31, '88	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30, '88				Greenpoint & Wm'g. (B'kn) N.Y.										
Sept. 30, '88	10.00	122	23	Harlm. Br., Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31, '88	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31, '88	9.00	19	6	Hartford & Wethersfield, Conn.	180,000	180,000								
Oct. 31, '88	13.17	345	78	Hest. Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	50	50	12	
Dec. 31, '88				Hoboken and Hudson City N.J.										
Dec. 31, '88				Hoboken and Weehawken N.J.										
Sept. 30, '88	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31, '88	10.47			Jersey City & Bergen Point N.J.										
Sept. 30, '88	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3	100	100	
Oct. 31, '88	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9		
Nov. 30, '88	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100		
Nov. 30, '88	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	158,558	Loss.		100	100	
Nov. 30, '88	3.60			Malden and Melrose (B'tn) Mass.	60,246		52,600		24,472					
Nov. 30, '88	1.00			Marginal Freight (Boston) Mass.	177,624	177,700						100	100	30
Nov. 30, '88	3.08			Medford & Charleat. (B'tn) Mass.	27,500	121,000	6,500					100	100	
Nov. 30, '88	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	
Sept. 30, '88	6.00	58	13	Metropolitan (Brooklyn) N.Y.	361,500	194,000	191,900	7,000	84,108	6,299		100		
Sept. 30, '88	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	65
Nov. 30, '88	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,002	38,917	206,640	16,659		100	100	73
Sept. 30, '88	12.20	180	52	Ninth Avenue (N.Y. City) N.Y.	468,322	797,320	167,000		93,848	595		100		
Nov. 30, '88	3.39	17	4	Northampton & Wm'g. Mass.	300,000	300,000			15,884	562		100		
Nov. 30, '88	2.16	6	10	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808		100		
Oct. 31, '88	7.25	73	13	Oakland & E. Liberty (Phg.) Pa.	105,457	59,500	17,000	43,094	49,929			50	50	
Dec. 31, '88	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	28,500	147,327	24,476		50	50	
Dec. 31, '88	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '88	9.17	30	5	Peoples' street (Scranton) Pa.	110,907	104,028			16,003	Loss.	15			
Oct. 31, '88	7.07	271	45	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20	50	15	45
Oct. 31, '88	5.80	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4	20	20	12
Oct. 31, '88	8.50	140	28	Philadelphia & Gray's Ferry Pa.	293,548	285,307	5,500		87,645	16,274	7	50	25	27
Oct. 31, '88	8.25	153	28	Phg., Allegheny & Manch. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	
Oct. 31, '88	6.80	92	16	Pittsburg and Birmingham Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	
Nov. 30, '88	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,909	7	100		
Nov. 30, '88	6.69	55	9	Quincy (Boston).....Mass.	77,610	71,000	66,434	57,692				100		
Oct. 31, '88	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	
Sept. 30, '88	10.50	96	22	Rochester and Brighton N.Y.	74,000	69,000	15,000		31,490	11,290		100		
Nov. 30, '88	7.87	47	15	Salem and Danvers.....Mass.	182,845									

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	4	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	4	100
Baltimore and Ohio, pref.	3,000,000	4	4	4	100
Berkshire* guaranteed	600,000	7	7	7	100
Hosoburg and Corning* guar.	250,000	8	8	8	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	7	100
Camden and Atlantic, pref.	600,000	7	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	7	100
Central Ohio, preferred	400,000	7	7	7	100
Chemung* guar.	590,000	9	9	9	100
Cheshire, preferred	2,017,815	7	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	7	100
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	10	100
Chicago and Northwestern, pref.	18,159,097	7	7	7	100
Cleveland and Mahoning* guar.	2,056,000	7	7	7	100
Cleveland and Toledo* guar.	6,250,000	8	8	8	100
Cochecho, preferred	177,750	8	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	8	100
" " 2d pref.	242,000	8	8	8	100
Delaware* guaranteed	594,261	6	6	6	100
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	6	100
Dubuque and Sioux City* preferred and guaranteed	1,088,170	7	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	5	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	7	100
Erie, preferred	8,536,910	7	7	7	100
Hannibal and St. Joseph, pref.	5,253,836	7	7	7	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	7	100
Houstonville, preferred	1,180,000	8	8	8	100
Huntingdon & Broad Top Mountain, preferred	100,750	7	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	100
Leeds and Farmington* guar.	1,182,550	7	7	7	100
Little Schuylkill* guar.	2,640,100	7	7	7	100
Louisville, Cincinnati and Lexington preferred	848,315	9	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	9	9	9	100
" " 2d pref.	4,051,744	9	9	9	100
Manchester and Lawrence*	1,000,000	9	9	9	100
Michigan Southern, guaranteed	586,800	10	10	10	100
Mill Creek and Mine Hill* guar.	823,375	10	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	8	100
" " 2d pref.	1,014,000	7	7	7	100
Milwaukee and St. Paul, preferred	8,050,892	7	7	7	100
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	12	100
New Haven and Northampton*	1,344,000	2	2	2	100
New York and Harlem, pref.	1,500,000	8	8	8	100
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	6	100
North Eastern (S. C.) preferred	155,000	8	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	7	100
Paterson and Hudson* guar.	630,000	8	8	8	100
Paterson and Ramapo* guar.	248,000	5	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	6	100
Philadelphia and Erie*	5,996,700	10	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	10	100
Philadelphia and Trenton* guar.	1,099,120	10	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	6	100
Portsmouth and Concord*	350,000	7	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7	100
Rochester and Genesee Valley*	557,580	7	7	7	100
Rutland, preferred	274,000	7	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	7	100
Sandusky and Cincinnati, pref.	445,596	6	6	6	100
Schuylkill Valley* guar.	576,050	5	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	5	100
Tol. & Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7	100
" " (E. D.) pref.	1,700,000	7	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	100
Troy and Greenbush* guar.	274,000	7	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	8	100
Warren* guar.	1,408,800	7	7	7	100
White Mountains* guar.	200,000	5	5	5	100
Wright, York & Gettysburg* pref.	317,050	2	2	2	100

CANAL STOCKS:

Delaware Division* guar.	1,033,350	8	8	8	100
Morris, preferred	1,175,000	10	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	6	100
Union, preferred	317,050	6	6	6	100

MISCELLANEOUS STOCKS:

Sunderland Coal, pref.	5,774,400	7	7	7	100
Mariposa Mining, pref.	5,774,400	7	7	7	100

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	36 50	@ 38 —
Pig, American, No. 1 (good to best).....	39 —	@ 40 —	
Pig, American, No. 2.....	37 —	@ 38 —	
Pig, American, Forge.....	36 —	@ —	
Bar, Refined, English and American.....	85 —	@ —	
Bar, Sweden, assorted sizes.....	(gold) 82 50	@ 87 50	

—STORE PRICES—

Bar, Sweden, ordinary sizes.....	—	@ 140 —
Bar, English and American, Refined.....	95 —	@ 1 —
Bar, English and American, Common.....	87 50	@ 90 —
Scroll.....	120 —	@ 180 —
Ovals and Half-round.....	120 —	@ 145 —
Band.....	120 —	@ —
Horse Shoe.....	120 —	@ —
Rods, ½ to 1½ inch.....	100 —	@ 155 —
Hoop.....	125 —	@ 180 —
Nail Rod.....	per lb.	8½ @ — 9½
Sheet, Russia, assorted No.'s.....	(gold) 11 —	@ 12 —
Sheet, Single D. and T. Common.....	5½ @ —	7
Rails, English.....	(gold).....	per ton 57 — @ —
Rails, American.....	—	@ 77 —
Anvils, Eagle.....	per lb.	— 9½ @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English Spring (2d and 1st quality).....	9	@	11½
English Blister (2d and 1st quality).....	11½	@	19
English Machinery.....	12½	@	15
English German (2d and 1st quality).....	14	@	16
American Blister "Black Diamond".....	10½	@	16
American, Cast, Tool, do.....	19	@	—
American, Spring, do.....	10	@	13
American Machinery do.....	—	@	13
American German do.....	10	@	13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New	per lb.	— @ —	32
Bolts		— @ —	33
Braziers		33 @ —	35
Nails		— 38 @ —	40
Sheathing, &c., Old.....		— 20 @ —	21
Sheathing, Yellow Metal.....		— @ —	27
Bolts, Yellow Metal.....		— @ —	27
American Ingot.....		— 22½ @ —	22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Term Plates, 25 per cent. ad val.

Banca.....	(gold).....	per lb. — 38 @ —
Straits.....	(gold).....	— 38 @ —
English.....	(gold).....	— 31½ @ — 31½
Plates—Fair to good brands.....	(gold).....	— 31½ @ — 31½
I. C. Charcoal.....	per box 8 37½ @ 8 50	11 25 @ 11 75
I. C. Coke.....	6 75 @ 6 75	9 — @ 10 25
Coke Term.....	— @ 6 —	8 50
Charcoal Term.....	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	— 18½ @ — 19
Crude, 40 @ 47 gravity (in shipping order).....		— 24½ @ — 25
Refined, in bond, prime L. S. to W. (110 @ 115 test).....		— @ — 32
Refined, Standard White (in ship'g order).....		— @ — 34
Refined, prime White (in shipping order).....		— 34½ @ — 35
Refined, S. W. (in merchantable order).....		— @ — 34
Naphtha, Refined, (60 @ 63 gravity).....		— @ — 11
Residuum.....	per bbl.	— @ 6 —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.		New List.
6 by 8 to 7 by 9.....	per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15.....		8 25 @ 6 50
11 by 14 to 12 by 18.....		9 75 @ 7 —
14 by 16 to 16 by 24.....		10 50 @ 7 50
18 by 22 to 18 by 30.....		12 25 @ 8 —
20 by 30 to 24 by 30.....		15 — @ 9 —
24 by 31 to 24 by 36.....		16 50 @ 10 —
25 by 36 to 30 by 44.....		17 50 @ 12 50
30 by 46 to 32 by 48.....		20 — @ 13 50
32 by 50 to 32 by 56.....		22 — @ 14 50
Above.....		25 — @ 16 —

(The above subject to a discount of 50¢/55 per cent.)

(The above subject to a discount of 50@55 per cent.)

(Single Thick.)		(New List, March 11th.)
6 by 8 to 8 by 10.....	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15.....		9 — @ 6 75
11 by 14 to 12 by 18.....		10 — @ 7 50
13 by 18 to 16 by 24.....		11 — @ 8 —
18 by 22 to 18 by 30.....		13 50 @ 9 —
20 by 30 to 24 by 30.....		16 50 @ 10 —
24 by 32 to 24 by 36.....		18 — @ 12 —
25 by 36 to 26 by 40.....	(3 qts.).....	20 — @ 16 —
28 by 40 to 30 by 48.....	(3 qts.).....	22 — @ 18 —
30 by 50 to 32 by 56.....	(3 qts.).....	24 — @ 20 —
32 by 58 to 34 by 60.....	(3 qts.).....	27 — @ 23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. of the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

Canton Co.....	100½	99	97½	97½	96½
Central of N. Jersey.....	101½	100½	99	97½	97½
Chicago & Alton.....	143	143	143	143	142½
.. pref.....	143	143	143	143	142½
.. 1 M.....	143	143	143	143	142½
.. S. F.....	143	143	143	143	142½
.. Inc. bds.....	143	143	143	143	142½
Chicago, Burl. & Q.....	160	160	160	160	159½
.. 8s, 1883.....	160	160	160	160	159½
Chi. & Gt. Eastern 1st m.....	71½	70½	71½	71½	70½
Chi. & Northwestern.....	71½	84	84	84	84
.. pref.....	84½	84	84	84	84
.. 1st M.....	123½	89	89	89½	88½
.. Interest.....	123½	89	89	89½	88½
.. S. F.....	123½	89	89	89½	88½
.. Consol.....	123½	89	89	89½	88½
Chic. Rock Isl. & Pac. 100.....	106½	106½	106½	107½	106½
Chicago & R. I. 7s, 1870.....	95	95	95	94½	95
Chi. R. I. & Pa. 7s, 1896 94½.....	95	95	95	94½	95
Clev. Col. C. and Ind. 76.....	77½	77½	78	78	78
Clev. and Pittsburgh.....	98	97	100½	101	101
.. 2 M.....	97	97	97	97	97
.. 3 M.....	97	97	97	97	97
.. 4 M.....	97	97	97	97	97
.. Con.....	97	97	97	97	97
Clev. and Toledo.....	97	97	97	97	97
.. S. F. 7s.....	97	97	97	97	97
Col., Chi., & Ind. C.....	24½	24½	24	22½	23
.. 1 M.....	77½	77	77	76	76
.. 2 M.....	77½	77	77	76	76
Cumberland Coal pref. 28½.....	27½	27½	27½	27½	27
Del. & Hudson Canal.....	123½	123½	123½	123½	123½
Del., Lack. & Western.....	110½	110½	110½	110½	110½
.. 1 M. 7s.....	110½	110½	110½	110½	110½
.. 2 M. 7s.....	110½	110½	110½	110½	110½
Erie Railway.....	31½	31	31	31½	30½
.. pref.....	31½	31	31	31½	30½
.. 1 M. 7s, 1897.....	31½	31	31	31½	30½
.. 2 M. 7s, 1879.....	31½	31	31	31½	30½
.. 3 M. 7s, 1883.....	31½	31	31	31½	30½
.. 4 M. 7s, 1880.....	31½	31	31	31½	30½
.. 5 M. 7s, 1888.....	31½	31	31	31½	30½
Great Western 2d mort.....	82½	82½	82½	82½	82½
Hannibal & St. Joseph 112	110½	110½	109½	109½	109½
.. pref. 111	110½	110½	109½	109½	109½
Hudson River.....	172½	173	172	172½	172½
.. 1 M. 7s, 1869.....	172½	173	172	172½	172½
.. 2 M. S. F.....	172½	173	172	172½	172½
.. 3 M. 7s, 1875.....	172½	173	172	172½	172½
Illinois Central.....	117	117	117	117	117
.. bonds.....	117	117	117	117	117
Lake Shore & Mich. S'th. 93.....	93½	93½	92½	92½	91½
.. Div. bonds.....	84	84	84	84	84
Marietta & Cin. 1st pref.....	18	18	18	18	18
.. 2d pref.....	123½	123½	123½	123½	123½
Michigan Central.....	123½	123½	123½	123½	123½
.. S.F. 8s, 1882.....	123½	123½	123½	123½	123½
.. conv. 8s, '60.....	123½	123½	123½	123½	123½
M. S. and N. I.....	98½	98½	98½	98½	98½
.. 1 M. S. F.....	98½	98½	98½	98½	98½
.. 2 M.....	91	91	91	91	91
Mariposa Mining Co.....	8	8	8	8	8
.. pref.....	16½	16½	17	17	17
.. Tr. 10s cfs.....	16½	16½	17	17	17
Milw. and St. Paul.....	69½	69½	69	69	69
.. pref.....	82	82	82	81½	80½
.. 1st mort.....	87½	87½	87	87	88
.. 2d mort.....	100½	100½	100½	100½	100½
.. 8s.....	100½	100½	100½	100½	100½
.. 7-10s con.....	90	90	90	90	90
Missouri H.....	87½	87½	87½	88	87½
.. & St. J. iss.....	87½	87½	87½	87½	87½
Morris and Essex.....	88	88	88	88	88
.. 1st mort.....	100	100	100	100	100
.. 2d mort.....	91½	91½	91½	91½	91½
New York Central.....	191½	189½	187	188½	188½
.. 7s, S.F. 1876.....	189½	189½	187	188½	188½
.. 7s, conv. '76.....	189½	189½	187	188½	188½
.. 6s, S.F. 1883.....	189½	189½	187	188½	188½
.. 6s, S.F. 1887.....	189½	189½	187	188½	188½
N. York and Harlem.....	146	145	141	144	143
.. pref.....	146	145	141	144	143
.. 1 M. 7s, 1873.....	146	145	141	144	143
N. Carolina 6s.....	47½	47½	48	48	47
.. new.....	39	38	37	38	39
.. special tax.....	43	39	38	38	40
Ohio and Miss.....	27½	27	26½	26½	26½
.. pref.....	27½	27	26½	26½	26½
.. 1st M.....	90	90	90	90	90
Pacific Mail S. Co.....	58½	61	58½	59½	60
Panama.....	200	200	200	200	200
Phila. and Reading.....	97	96½	96½	96½	96½
Pitts., F. W. & Chi. gtd.....	85	85	85	85	85
.. 1 M.....	100½	100½	100½	100½	100½
.. 2 M.....	95	95	95	94	95
.. 3 M.....	90½	90½	90½	90½	90½
.. Equip. 8s.....	13	13	13	13	13
Quicksilver Mining Co.....	12½	13	13	13	13
St. L., Alton & T. H.....	60	60	60	60	60
.. pref.....	60	60	60	60	60
.. 1 M.....	92½	92½	92½	92½	92½
.. 2 M pref.....	80½	80½	80½	80½	80½
.. Income bds.....	76	76	76	76	76
Tennessee 6s.....	62	53½	54	53½	54
.. new.....	54½	65½	65½	65½	65½
Col., Wab. & Western.....	66½	65½	65½	65½	65½
.. pref.....	78	80	80	88	88
.. 1 M. ex.....	100	100	100	100	100
.. 2 M.....	100	100	100	100	100
.. Equipment.....	100	100	100	100	100
Virginia 6s, ex-coupon.....	51	51	50½	50½	50½
.. new.....	51	51	50½	50½	50½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	108	108	108	108
U. S. 6s, 1871, coup.	108	108	108	108
U. S. 6s, 1874, reg.	108	108	108	108
U. S. 6s, 1874, coup.	108	108	108	108
U. S. 6s, 10-40s, coup.	108	108	108	108
U. S. 6s, 10-40s, reg.	108	108	108	108
U. S. 6s, 1881, reg.	119	119	119	119
U. S. 6s, 1881, coup.	119	119	119	119
U. S. 6s, '81, O.W.L.y.	119	119	119	119
U. S. 6s, 1881, . . . y.	119	119	119	119
U. S. 6s, 5-20s, reg. '62.115	115	115	115	115
U. S. 6s, 5-20s, c. 1882.120	121	120	120	119
U. S. 6s, 5-20s, reg. '64.	119	119	119	119
U. S. 6s, 5-20s, c. 1884.	119	119	119	119
U. S. 6s, 5-20s, reg. '65.	115	115	115	115
U. S. 6s, 5-20s, c. 1885.119	120	119	119	119
U. S. 6s, 5-20s, r. n. '65.	117	117	117	117
U. S. 6s, 5-20s, c. n. '65.117	117	117	117	117
U. S. 6s, 5-20s, reg. '67.117	117	117	117	117
U. S. 6s, 5-20s, c. 1887.117	117	117	117	117
U. S. 6s, 5-20s, reg. '68.	117	117	117	117
U. S. 6s, 5-20s, c. '68 . . 117	117	117	117	117
U. S. 6s, Pac.R.R.issue107	107	107	107	107

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

W. 20. Th. 21. F. 22. Sat. 24. M. 25. Tu. 26

Catawissa	14	37	37	37
.. preferred	37	37	37	37
Camden and Amboy	119	119	119	120
.. 6s, 1870	119	119	119	120
.. 6s, 1875	119	119	119	120
.. 6s, 1883	85	85	85	85
.. 6s, 1889	83	83	83	84
.. mort. 6s, '89	83	83	83	84
Elmira & Williamsport	33	33	33	33
.. pref.	33	33	33	33
.. 7s, 1889	33	33	33	33
Lohigh Navigation	34	34	34	34
.. 6s, 1884	34	34	34	34
.. Gold L.	95	95	95	95
.. R. R. L.	95	95	95	95
Lohigh Valley R.R.	52	52	52	52
.. 6s new coup.	52	52	52	52
.. 6s new reg.	95	95	95	95
Little Schuylkill R.R.	54	53	53	53
.. 7s, 1887	54	53	53	53
Minohill	54	53	53	53
Morris Canal	54	53	53	53
.. pref.	54	53	53	53
.. 6s, 1876	54	53	53	53
North Pennsylvania	36	37	37	37
.. 7s, 1880	36	37	37	37
.. 10s, 1887	36	37	37	37
Northern Central	56	56	56	56
Pennsylvania R.R.	56	56	56	56
.. 1st M.	56	56	56	56
.. 2d M.	56	56	56	56
Penn. State, 6s, 1st series104	104	104	104	104
.. 6s, 2d series107	104	104	104	104
.. 6s, 3d series108	104	104	104	104
.. 6s, W. L.	100	100	100	100
Philadelphia City, 6s	97	97	97	97
.. new	100	100	100	100
Philad. Germ. & Nor.	70	70	70	70
Phila. & Reading	48	48	48	48
.. 7s, 1893	48	48	48	48
Philadelphia and Erie	28	28	28	28
.. 6s	28	28	28	28
.. 7s	28	28	28	28
Schuylkill Navigation	15	15	15	15
.. pref.	15	15	15	15
.. 6s, 1882	15	15	15	15
.. 6s, 1876	15	15	15	15
.. 6s, 1872	15	15	15	15
Susq. Canal	15	15	15	15
.. 6s, 1878	15	15	15	15
Union Canal, pref.	15	15	15	15
.. 6s, 1878	15	15	15	15
Hosonville, (Horse)	12	12	12	12
Chestnut & Wal.	12	12	12	12
Green & Coates	42	42	42	42
2d and 3d streets	42	42	42	42
Spruce and Pine	42	42	42	42
15th and 16th sts.	42	42	42	42

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

Baltimore City 6s, 1875. 92	92	92	92	92
.. 1880	92	92	92	92
.. 1890	94	94	94	94
.. 1893	93	93	93	93
Balt and Ohio	92	92	92	92
.. bonds, 1875	92	92	92	92
.. 1880	92	92	92	92
.. 1885	92	92	92	92
Marietta & Cin. 1st M.	80	80	80	80
.. 2d M.	70	71	71	71
Northern Central	48	48	48	48
.. bonds, 1885	48	48	48	48
.. 1900	48	48	48	48
N. W. Va. 1st mort.	48	48	48	48
.. 2d mort.	48	48	48	48
.. 3d mort.	48	48	48	48
City Passenger R. R.	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

Boston and Albany	146	146	146	146
Boston and Lowell	146	146	146	146
Boston and Maine	139	139	139	139
Boston and Providence	134	134	134	134
Boston, Hartford & Erie	17	17	17	17
.. 7s, new	61	61	61	61
Cheshire, pref.	84	84	84	84
Concord	130	130	130	130
Connecticut River	130	130	130	130
Eastern	114	114	114	114
Fitchburg	130	130	130	130
Manchester & Law'ce	124	125	125	124
Michigan Central	124	125	125	124
Northern, N. H.	107	107	107	108
Ogdens & Lake Champ.	97	97	97	97
.. pref.	97	97	97	97
Old Colony & Newport	97	97	97	97
Ph. Wil. & Baltimore	51	51	51	51
Port'd, Saco & Ports.	101	101	101	101
Vermont & Canada	101	101	101	101
Vermont & Mass.	59	59	59	59
Broadway (Horse)	97	97	97	97
Cambridge	97	97	97	97
Metropolitan	73	73	73	73
Middlesex	73	73	73	73
Central Mining Co.	7	7	7	7
Copper Falls	12	12	12	12
Franklin	12	12	12	12
Huron	12	12	12	12
Ile Royale	12	12	12	12
National	12	12	12	12
Minnesota	12	12	12	12
Pewabic	12	12	12	12
Pittsburg	5	5	5	5
Quincy	5	5	5	5

London Stock Exchange.

—Closing Prices—

Oct. 8. Oct. 1.

All. & Gt. West. N. Y. sec. 7 per ct.	60	65	60	65
1st mort., 1880	60	65	60	65
Do. do, 2d mort., 1881	53	58	53	58
Do. Penn., 1st mort., 1877	60	65	60	65
Do. do, 2d mort., 1882	53	58	53	58
Do. Consol. 7 per cent. mort. 1890	27	28	27	28
Detroit and Milwaukee 1st mort. 7s.	61	63	61	63
Do. 2d mort. 8 p. c.	62	64	62	64
Erie shares 100 dol. all paid.	22	23	22	23
Do. sterig. 6 p. c. convertible bonds	64	68	64	68
Do. 3d mort. 7 p. c. 1883	55	60	55	60
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c.	98	101	98	101
Do. 7 per cent., 1875	75	80	75	80
Do. 100 dol. shares, all paid.	93	94	93	94
Marietta and Cin. R. R. bonds 7 p. c.	72	75	72	75
New York Central, 100 dol. shares.	90	100	90	100
Panama General mort. 7s, 1897	107	109	107	109
Penn. R. R. bonds, 2d mort. 6 p. c.	93	95	93	95
Do. General mort. 6 p. c. 1910	86	88	86	88
Philadelphia and Erie 1st mort. 1881	85	87	85	87
Do. with option to be paid in Phila.	87	89	87	89

American Railroad Journal.

Saturday, October 30, 1869.

Stock Exchange and Money Market.

Money has been in quite liberal supply all the week. The balances available through private channels have been on the increase. The banks have been free of accommodation, particularly to the leading street borrowers. The demand for aid has been moderately active within a range of from 5@7 per cent. on call, and 8@12 per cent. per annum, for strictly prime to good houses, in the discount line. The drain of currency, to move produce to the seaboard has been less extensive. The South has been the main source of inquiry for funds, for this purpose. Speculation has been comparatively spiritless at the Stock and Gold Boards and has called for the employment of smaller amounts of money than usual at this season. The Gold Board has been remarkably dull, and the dealings there have shown a weak and irregular market. The city banks enlarged their loan and discount averages, last week, \$857,089, while they reported a reduction of nearly 2% millions in their deposits, 1½ millions of legal tender notes, and nearly a million of specie. The U. S. Sub-Treasury closed the week with an increased cash reserve. On Tuesday, under instructions from Washington, the Assistant Treasurer

commenced disbursing the November coin interest on the public debt. On that day and the next, the disbursements on this account exceeded 3½ millions. The Sub-Treasurer made further sales of Gold, last week, and purchases of bonds on Tuesday of the current week.

The specie reserve of the city banks according to the latest return is \$19,399,701, against \$9,553,583 same time last year. The city bank deposits are now \$175,798,919, against \$186,052,847 week ending Oct. 24, 1868. The legal tender reserve amounts to \$52,037,604, against \$56,711,434 same time last year. The circulation now stands at \$34,204,435, against \$24,193,938 same time last year. The loans are now \$249,395,073, against \$23,579,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$96,918,377 a day, against a daily average of \$89,065,044 the preceding week, and \$104,730,142 the week ending with Oct. 9, 1869. The current week's exchanges average about \$96,428,845 a day. The city banks, last week, reported a loss of \$999,369 of specie, \$2,844,017 of deposits, and \$1,191,900 of legal tender notes. They increased their loans, \$857,089; and reduced their circulation, \$12,679. The city bank exchanges on Wednesday were \$80,772,241.

National Bank notes to the amount of \$146,040 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,487,231, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,754,486, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,732,745. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,459,950; and for the public deposits, \$19,273,000—making a total of \$361,732,950. The Treasury Department last week redeemed and destroyed \$419,200 of worn and mutilated fractional currency, and issued \$1,432,970 of new. The outstanding amount of fractional currency on the 1st of Oct., was \$33,001,298 50, against \$30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 23, were \$4,184,928 in coin, including \$2,499,000 from customs duties, and \$7,202,698 in currency; payments, \$3,412,021 in coin, (including \$3,412,021 of coin interest,) and \$8,481,706 in currency; balance at the close of the week, \$91,766,639, (including \$84,516,599 of coin, and \$5,465,372 of currency,) against \$90,796,088 at the close of the preceding week, showing an increase of \$970,551. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$718,545 in coin, (including \$429,241 from customs,) and \$524,029 in currency; payments, \$229,882 in coin, (including \$52,839 of coin interest,) and \$636,361 in currency. On Tuesday, receipts, \$631,628 in coin, (including \$365,571 from customs,) and \$297,418 in currency; and payments \$1,167,201 in coin, (including \$1,639,577 of coin interest,) and \$516,234 in currency. The balance at the close of business on Tuesday stood at \$91,209,913, (including \$5,314,220 of currency, and \$83,955,690 of coin,) against

\$91,892,477 a week previous; and \$89,729,337 on Oct. 12, 1869. The aggregate receipts of the office in Sept. were \$63,725,058, including \$12,504,326 from customs; aggregate payments, \$57,424,305, including \$4,358,339 of coin interest.

The outstanding amount of coin certificates on the 1st of Oct. was \$24,412,720, against \$23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired \$2,237,385 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 3½ millions; customs at the port of New York, \$2,499,000, and at the outports about \$825,000 (in coin) more, making the grand total income for the week equal to about \$7,821,200 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 58 millions.

The cost of collecting the internal revenue for the past six months has been reduced from \$5,149,629 79 for the same period in 1868, to \$4,350,248 79 in 1869, or a total reduction of \$799,385 92—a saving of 15½ per cent.

Gold has been rather moderately dealt in, through the week, opening at advancing figures, but closing weak, influenced by the announcement of the anticipatory payment of the November interest on the public debt, which payment was begun on Tuesday, and continued on an enlarged scale on Wednesday. The two days' disbursements, on the interest account, were about 3½ millions. The range of the price during the week was from 130@131¼, and the closing quotation on Wednesday was 130¼. The customs call has been quite moderate. The exports of specie, last week, were only \$170,238. On Tuesday, of this week the shipments were \$94,000; and on Wednesday, \$486,000. The *Arizona* delivered here at the beginning of the current week \$29,700 of California gold.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 84 millions.

The customs of the port on Wednesday yielded \$426,323. The U. S. Sub-Treasurer disbursed \$2,132,641 of coin interest, on that day.

The customs demand for Gold last week, averaged \$416,500 a day; thus far, this week, it has averaged \$397,406 a day, or equal to a weekly aggregate of \$2,384,436. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$55,166, and since Jan. 1, \$14,737,936, against \$6,087,029 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$111,534,527, against \$100,288,205 same time in 1868. At San Francisco, from Jan. 1, to Oct. 16, 1869, \$6,722,126, against \$6,857,505 same time last year.

The exports of specie, from this port, last week, were \$170,238, against \$29,724 same week last year; total, since Jan. 1, 1869, \$28,564,235, against \$68,870,194 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt \$192,202, and since Jan. 1, 1869, \$69,975,654, against \$48,431,724 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 16, 1869, were \$31,631,712, against \$29,827,178 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 23, were about 60½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$5,194,617.

Foreign exchange has attracted much less attention, and rates have been quoted easier, on a rather better supply of bills. Bankers' prime sixty day bills on London closed on Wednesday at 109@109¼, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¾@109¾, and on Paris to 5.15¾@5.14¾. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of \$3,997,794, making the total since Jan. 1, 1869, \$160,123,594, against \$135,499,085 same time last year.

Government securities have been offered more freely and prices have been quoted lower, on a restricted volume of dealings in nearly all issues. There has been very little of an investment call, the bulk of the business having been transacted on local account. The Government bought in on Wednesday of the current week two millions of Five-Twenties, all of Messrs. Fisk & Hatch, one million at \$114 58, and another at \$114 68 nett, out of an aggregate offering of \$5,598,250. Some Banks and Savings' Institutions have been marketing the high priced gold bonds, and investing the proceeds in the currency issues, at the going rates, which circumstance has operated against steadiness in values.

U. S. sixes of 1881 closed here on Wednesday at 119½@119½; U. S. Five-twenties of 1862, coupon, 120¾@120¾; U. S. Five-twenties of 1864 at 118¼@118½; U. S. Five-twenties of 1865 at 119½@119½; U. S. Five-twenties of 1865, consolidated, 116¾@117¾; U. S. Five-twenties of 1867, 117@117½; U. S. Five-twenties of 1868, 117@117½; U. S. Ten-forties at 107¾@108; U. S. Six per cent. currency bonds, 107¼@107½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 13.	Oct. 20.	Oct. 27.
Consols	93½	93½	93½
U. S. 5-20's of 1862....	84½	*81½	82
U. S. 5-20s, 1865....	84½	*81½	81½
" 1867.....	82½	83¼	82½
" 10 40s	76¼	76¼	76¼
Erie.....	23¾	21¼	21¾
Ill. Central.....	95	95	98
At. and Gt. West.....	25	25	24½

* Ex Nov. 1, coupons.

Railway and miscellaneous stocks have been devoid of animation, yet, on the whole, values have been well supported; though there have been daily fluctuations of more or less moment, in the speculative favorites.

General business has shown less activity and less buoyancy. Most kinds of Breadstuffs closed in favor of buyers, the main exception having been mixed Western Corn, which advanced sharply, under speculative purchases. Provisions closed steadily, Petroleum, dearer. Cotton, in less request. Middling upland cotton closed, however, tamely on Wednesday at 26¼ cts. per lb. The stock of cotton now here is given at about 17,500 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 348,171 bales,

against 253,507 bales in 1868-'9; exports, same time 115,000 bales, against 61,650 bales same time in 1868-'9; stock on hand at latest dates, 155,790 bales, against 139,798 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,387 pkgs., against 18,871 pkgs., same time last year. From Boston, 6,512 pkgs., against 7,484 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in limited demand, at from 8@16½c., per lb.; week's receipts, 4,499. Milch cows rule dull, at \$40@\$110 each, receipts, 123. Veal calves in less request at from 5@13c. per lb.; receipts, 2,143. Sheep and lambs less active at from 4@6½c., and 7@9c. per lb.; receipts, 43,658. Swine in moderate request at 9½@10½c. per lb., all live weight; receipts, 23,383.

The week's dry goods imports were valued at \$1,618,658, and of general merchandise, \$2,807,173, making an aggregate for the week of \$4,425,831 (specie value, against \$4,999,106 same week last year. There has been a fair though not notably active movement in foreign goods, at generally steady prices.

At the auction sale of Scranton Coal on Wednesday, 70,000 tons were disposed of at advanced prices, ranging from \$5.25@\$8.35, as against \$5@ \$7.22½ per ton of 2,240 lbs., last month, deliverable at Elizabethport, N. J. The latter bids were less spirited than the opening offers.

Freights have been rather quiet, but firm. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s.@3s. 3d. by steamer, per bbl.; grain at 9½d. by sail, and 10½d. by steamer, per bushel; cotton at ¼@½d. by sail, and ½@¾d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 35s.@60s. by steamer, per ton. Total number of vessels in port on Wednesday, 394.

The New York exports, exclusive of specie, for the week ending Oct. 26, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$3,339,694	\$3,997,794
Prev. reported	132,159,391	156,125,800

Since January 1.....\$135,499,085 \$160,123,594

The imports for the week ending October 23, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,458,083	\$1,618,658
Gen. merchandise	3,540,023	2,807,173

Total for the week.....\$4,999,106 \$4,425,831
Previously reported....203,056,665 244,054,549

Since January 1.....\$208,055,771 \$248,480,380

The balance in the Sub-Treasurer on Wednesday was \$93,430,027 26.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 65½; do., 6s, Levee bonds, 63½; do., 8s, Levee bonds, 81; N. Y. State 7s, Bounty Loan reg., 108½; do., 7s, 1870, 100; Georgia 7s, 91¾; Alabama 8s, 91; Brooklyn 6s, Water Loan, 93; Jersey City Water Loan, 92½; King's Co., L. I., 6s, 91; Central Pacific 6s, gold, 92; Union Pacific 6s, gold 83; St. Louis and Iron Mountain 1st mort., 81; Milwaukee and St. Paul 1st mort., Iowa Division, 86; Buffalo, New York and Erie 1st mort., 86; Toledo, Wabash and West-

ern consol. bonds, 87; Toledo, Peoria and Warsaw 1st mort., E. D., 82½; Long Dock bonds, 87; Dubuque and Sioux City R. R., 108¾; N. Y. and New Haven R. R., 140; Joliet and Chicago R. R., 92½; Western Union Telegraph, 87; Adams Exp. Co., 55¼; Am. Mer. Union Exp., 35; Wells-Fargo Exp., 20¼; U. S. Exp., 57¾.

Philadelphia.—Penna. and New York 7s, 90; West Jersey 6s, 91; Long Island R. R. bonds, 98½; Phila. Wil. and Balt. 6s, 93; Phila. and Trenton R. R., 117½; Oil Creek and Allegheny River, R. R., 38; Camden and Amboy scrip, 64½; Locust Mountain Coal, 45; St. Nicholas Coal, ¼; New Creek Coal, ½; N. Y. and Middle, 4¾; Pennsylvania State 5s, coupon, 92¾; Pittsburg 5s, 71½. The latest quotations are: do., City 6s, 96@96¼; do., free of tax, 100½@100½; State 5s, coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 103½@104; do., 2d series, 106½@107; do., 3d series, 108¾@109; Reading, 48¾@48¾; do., 7s, 1893, 101@103; do., mort. 6s, 1880, 89@89; Camden and Amboy, 119@120¼; do., mort. 6s, 1889, 96½@96¾; do., 1883, 84@85; do., 1889, 83@84; Penn. R. R., 55¾@55½; do., 1st mort., 97@97¼; do., 2d mort., 94@95; Little Schuylkill R. R., 41¾@42¼; Morris Canal, 30@30; do., pref., 57½@58½; do., bonds, 77½@80; Susquehanna Canal, 10@12; do., 6s, 53@55; Sch. Nav., 6@10; do., pref., 14@15; do., 6s, 1882, 55@58; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 89¾@89¼; do., 6s, 57@58; Lehigh Coal and Navigation, 32¼@34; do., 6s, 1884, 82@82½; do., R. R., Loan, 86@86; do., Gold Loan, 94½@95; North Pennsylvania, 39@—; do., 6s, 87½@88; do., Chattle 10s, 106@—; Philadelphia and Erie, 28@29; do., 6s, 85@87; Minehill, 53@53¼; Catawissa, 15@15; do., pref., 36¾@37; Lehigh Valley, 52¾@52¾; do., 6s, 96@96½; do., 6s, reg., 95½@95½; Fifth and Sixth streets, (horse), 36@38; Second and Third, 40@42; West Philadelphia, 60@60½; Spruce and Pine, 25@26; Green and Coates, 35@38; Chestnut and Walnut, 45@46; Tenth and Eleventh, 64@71; Union, 44@45.

Boston.—Vermont Central 1st mort., 79; do., 2d mort., 87; Union Pacific 6s, 83¼; do., Land Grant 7s, 55; Vermont Central and Vermont and Canada 8s, 100¼; Eastern R. R. 6s, 1889, 96; Burlington and Missouri R. R. 7s, 1893, 81¾; Cambridge Horse R. R. 6s, 1883, 92¾; Kalamazoo, Allegan and Grand Rapids R. R. 7s, 93¾; Worcester and Nashua R. R., 125; Granite Railway 6s; Connecticut and Passumpsic Rivers R. R., pref., 88¾@89¾; Sandusky, Cincinnati and Cleveland R. R., 22; do., 7s, 1890, 73½; Summit Branch R. R., 22½; Boston Water Power Co., 14; Vermont 6s, 98½; Maine 6s, 1876@1889, 98; New Hampshire 6s, 1876, 99¼; Connecticut 6s, 1881, 98; Massachusetts 6s, 1873, gold, 121¾; do., 6s, 5-20s, currency, 101½; Boston 5s, 1880, gold, 107; do., 1886, gold, 106; Cincinnati 7 3-10s, 1899, 101½; Chicago 7s, 95¾; Cleveland, O. 7s, 1870, 99½; do., 1873, 96¾@97; do., 1874, 96; Hartford 6s, 1893, 95¾; Bangor 6s, 1874, R. R. Loan, 91¾; Brooklyn 6s, 1881, 93¾; Portland Water Co., 6s, 1883, gold, 99.

Baltimore.—Central Ohio R. R., 28½; Maryland Defense Loan, 102; Virginia 6s, old, reg., 45½; do., 6s, 1866, 52. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@90; Balt. and Ohio, 123@123½; do., 6s, 1875, 92½@93½; do.,

1880, 92½@93; do., 1885, 92@93; Northern Central, 47½@47¾; do., 6s, 1885, 87@87¾; do., 1900, 82½@83½; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 91@92½; do., 3d mort., 1885, 86½@89; Marietta and Cincinnati 7s, 1892, 86½@86¾; do., 2d mort., 70½@71; Central Ohio, 28@28; do., 1st mort., 79@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@91; do., 6s, pref., 35@41; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 92¾@92¾; do., 1886, 93¼@94; do., 1890, 93¾@94; do., 1893, —@92; do., 5s, 1838 —70, 70@74; Memphis City 6s, 47½@48½; Maryland Defense Loan, 101½@101¾; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4@6¼; George's Creek Coal, 71½@73; Santa Clara, —@1.00; Atlantic Coal, 2.00@2.10.

Louisville, Ky., has voted by a majority of about 500 to subscribe \$500,000 to the projected Louisville, New Albany and St. Louis Air Line Railroad. Gen. I. M. St. John, Chief Engineer, in the report of his survey, estimates the cost of grading and trestle work at \$1,781,114; track superstructure, including siding and depot yards, \$1,413,600; bridges, \$115,860; depots, water stations, etc., \$200,000; contingencies, including engineering, etc., \$300,000. Total, \$3,700,583.

The Michigan Air Line Railroad Company, at the annual meeting at Jackson, elected the following officers: President, Col. J. B. Eaton, of Jackson; Secretary, O. M. Bennett, of Jackson; Treasurer, R. W. Landon, of Niles; Attorney, Eugene Pringle, of Jackson; Managing Director, M. A. McNaughton, of Jackson; Chief Engineer, Col. N. Boardman.

Hon. George Greene, of Cedar Rapids, Iowa; H. H. Boody, D. A. Boody, Henry Boody, Leo Lahman, O. D. Ashley, of New York; B. C. Coblenz, of Sterling; Jas. R. Young, of Chicago; and Calvin Truesdale, of Rock Island, have been elected directors of the Rockford, Rock Island and St. Louis Railroad Company.

A contract has been entered into between the Lafayette, Bloomington and Muncie Railroad Company and Messrs. Howard & Wesson, Railroad contractors, for the completion and equipment of the road from Bloomington to the State line of Indiana, by the first day of January, 1871.

The Iowa Central Road is being pushed, and is to form a junction with the Yankton Division of the Milwaukee and St. Paul Railway at Nora Springs, and with the Iowa Division at Austin, both points giving the road direct communication with Milwaukee.

Horace Fairbanks has been chosen president, Jonathan Ross clerk, and E. C. Redington treasurer, of the Montpelier and St. Johnsbury Railroad.

Gen. J. T. Boyle has been elected President, and Phelps Saseen Secretary and Treasurer of the Evansville, Henderson and Nashville Railroad Company.

Joseph L. Griswold has been appointed General Superintendent of the Ohio and Mississippi Railroad.

CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of \$10,000 in currency, \$698 25 IN GOLD, while only \$475 are derived from \$10,000 invested in Government Sizes.

\$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN \$18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net \$733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO via Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at \$4,500,000.

\$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Moline, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting \$950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,
Agents for the sale of the Bonds.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place, M. K. JESUP & COMPANY, 12 Pine street.

The Alexandria Canal, Railroad and Bridge Company has appointed Berkly Ward, Esq., chief engineer for the company, to locate a railroad from their aqueduct to Alexandria, Va. They have also contracts for ties and iron for the road, and the construction will be vigorously pushed forward.

Journal of Railroad Law.

COMMON CARRIERS MUST ACCOUNT FOR GOODS WHEN DELIVERY TO THEM IS FIRST PROVED—LIMITATION OF RESPONSIBILITY.

The facts of the late case of *Levering vs. Union Transportation and Insurance Co.* (42 Mo. p. 88) are fully and clearly stated in the following opinion by

WAGNER, J.—This suit was brought by plaintiffs to recover the value of twenty six bales of cotton, which defendant had received to transport from East St. Louis to New York. The cotton was destroyed by fire in the course of its transit, in one of defendant's railway cars. At the time the cotton was delivered to defendant, it gave a receipt for the same, in the nature of a bill of lading, which had stamped across its face the words, "At owners' risk of fire" and also a like reservation in regard to loss by fire inserted in one of the conditions embodied in the instrument.

The plaintiffs claim damages to the amount of the value of the cotton, and allege that the loss was occasioned by the negligence and carelessness of the defendant in failing to furnish suitable cars for its transportation. The jury, acting under instructions of the court, found a verdict for the defendant on which judgment was rendered. There is nothing in the evidence requiring comment; and if the law was correctly and properly declared there is nothing to justify an interference. The plaintiffs were not bound to show negligence on the part of the carrier, in the first instance. All that is necessary to charge a carrier is to prove the delivery of the thing to him to be carried, and the burden of accounting for it is thrown upon him; and if he wishes to exonerate himself from liability, he must either show the safe delivery of the goods or prove that the loss occurred by one of the causes excepted in his undertaking. (*Berry vs. Cooper* 28 Geo. 543.) It is universally admitted that the carrier is always liable for injuries resulting from his own negligence, which will include defects in the means of transportation provided by him; and his liabilities will extend to agencies which the violence of nature causes in consequence of his negligence or defective means. In general he has been held to be an insurer of the safety of the goods intrusted to his care, and can only be exempted from perils occasioned by the act of God and the public enemy. For a long time it was denied by most respectable and eminent authorities that a carrier could release himself from the stringent responsibility imposed upon him by the common law or destroy the character of insurer which he held toward the person employing him either by notice or contract. But the opinion now seems to prevail that he may stipulate for a limitation of his responsibility. (*Western Transportation Co. vs. Newhall* 29 Ill. 466.) But although he may thus restrict his liability, so far as he is an insurer against losses by mistake or accident, he cannot exempt himself from losses caused by a neglect of that degree of negligence which the law casts upon him in his character of bailee.

As the exception is an innovation on the principles of law and introduced exclusively for the benefit of the carrier, the construction must be made most strongly against him.

In *Atwood vs. Reliance Transportation Co.*, 9 Watts, 88 in relation to the restriction in a con-

tract by a carrier, Mr. Chief Justice Gibson said "Though it is, perhaps too late to say that a carrier may not accept his charge on special terms, it is not too late to say that the policy which dictated the rule of the common law requires that exceptions to it be strictly interpreted and that it is his duty to bring his case strictly within them;" and the authorities are all to the same effect. The peculiar duty and high responsibility which has been imposed upon the common carrier arises from the public character of his employment the extensive control he exercises over the property of others, and the facilities which he usually has for securing impunity for an abuse of his trust. (2 Kent Com. 597.) It is the imperative duty of a common carrier to receive whatsoever goods are offered to him for transportation in the usual course of his employment, and he takes them with all the responsibilities attached by law to his calling or employment. He cannot vary his liability by inserting conditions in his acceptance of goods; but to have this effect of exonerating him, there must be a special contract assented to by the shipper.

The argument in favor of the right of the carrier to vary his liability, by introducing conditions into his acceptance is founded on a misconception, in considering that his liability is voluntary and arises *ex contractu*. The law attaches the responsibility to his employment or calling, and if he assumes the calling, he has no power over the duties which the law annexes to that calling. His assuming the character of a common carrier depends entirely on his own will and assent; but if he undertakes that occupation, the liabilities which come upon him in respect of goods brought home to him to be carried, are imposed by law and not created by his assent or agreement. The law of common carriers is different from the law applicable to other classes of people. They are recognized by the law as peculiar persons, in respect to whom, in their employment, non-feasance is a misdemeanor; a failure to carry and deliver safely is a *tort*. (*Merritt vs. Earle* 31 Barb. 38.) Public policy and fair dealing on which the extraordinary liability of a common carrier is founded, cannot be undermined and frustrated by the design and circumvention of artfully prepared printed receipts contrived by scheming corporations and soulless companies, thrust upon the public without an opportunity of fair assent, in the press and hurry of railroad travel. But in the case presented for consideration we suppose there was a special agreement between the parties; it was argued on that hypothesis by the counsel on both sides, and seems to stand admitted by the pleadings. It devolved on the defendant to show, notwithstanding the exception exempting it from loss by fire, that the accident did not occur through any fault, want of care, or negligence on its part, or the part of its agents or employees.

The court refused all the instructions asked for by the defendant, and instructed the jury at the request of the plaintiffs that "if the cotton might have been saved by due and proper care by defendant or its employees, then the defendant is liable for the loss."

"The burden of proof is on the defendant to show that the cotton was not lost by reason of any want of care, skill, and diligence on the part of defendant or its employees."

"The defendant is liable for any loss occasioned by the negligence of its agents. If the cotton was burned by reason of the insufficiency of the car in which it was transported, in not being close and tight then the defendant is liable for the loss."

Other instructions were asked by the plaintiffs, which were refused, and in this refusal we see no error, as the above most clearly lay down the law and explain the defendant's liability throwing the whole onus upon it.

It has often been held that this court will not reverse a judgment when the court below refused to give instructions perfectly unexceptionable, provided the law was fully and clearly given by the court in others. After the giving of the plaintiff's instructions, the court, of its own motion, gave the following: "If the cotton in question was lost by fire, while in defendant's possession, on a railroad train, then the defendant is not liable, if the persons in charge of the train took all reasonable care and observed all reasonable precautions in the management and conduct of the train, and if the car in which the cotton was burned was reasonable tight and suitable for the transportation of such freight." This instruction constitutes the chief error complained of by plaintiffs. We cannot perceive that there is any well-founded objection to it. Taken in connection with the other instructions, in effect it tells the jury that it was incumbent on the defendant, before it could screen or shield itself from liability, to show that its agents took that precaution and used that diligence which were suitable and appropriate to the business it was pursuing and the responsibility it had incurred, and also that the vehicle it used for the purpose of transportation was good and sufficient. The ordinary bailee for hire or private carrier is liable only for neglect of ordinary care; but the common carrier is held to a different and higher degree of diligence, and the word "reasonable" used in the instruction is intended to convey the idea that the carrier was bound to use that care and foresight which was appropriate to the occasion and necessary to be used in like exigencies and employments as contradistinguished from that ordinary care which devolves upon an ordinary bailee. A reasonable act is such act as the law requires. (*Warne vs. Bickford* 9 Price, 43). In *Riley vs. Home* 5 Bing. 220, Chief Justice Best, in discussing this question, says: "When goods are delivered to a carrier, they are usually no longer under the eye of the owner; he seldom follows or sends any servant with them to the place of their destination. If they should be lost or injured by the grossest negligence of the carrier or his servants, or stolen by them, or by others in collision with them, the owner would be unable to prove either of these causes of loss; his witnesses must be the carrier's servants, and they, knowing that they could not be contradicted, would excuse their masters and themselves. To give due security to property, the law has added to that responsibility of a carrier which immediately arises out of his contract to carry for a reward—namely, that of taking all reasonable care of it—the responsibility of an insurer. From his liability as an insurer the carrier is only to be relieved by two things—both so well known to all the country when they happen, that no person would be so rash as to attempt to prove that they had happened when they had

not, namely the act of God, and the King's enemies." The taking of reasonable care, and the furnishing of cars reasonably safe and suitable for the business—these seem to be the very things required by law; and unless the carrier shows satisfactorily that he has come up to these requirements, he will be responsible for loss, without regard to his special contract for exemption. The law, it is believed, very properly declared, and we cannot undertake to weigh the evidence.

Judgment affirmed. The other judges concur.

Commerce of New York.

The foreign imports at New York for the month of September, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$14,152,546	\$12,938,666
Do. for warehousing....	6,804,640	8,840,059
Free goods.....	1,421,652	1,200,764
Specie and bullion.....	906,568	1,364,904

Total entered at port...	\$23,285,396	\$24,344,393
Withdrawn fr. wareh'ise	10,935,659	11,121,143

The foreign imports at New York for the nine months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$99,276,088	\$122,050,107
Do. for warehousing....	85,381,396	102,664,623
Free goods.....	8,298,432	11,610,631
Specie and bullion.....	5,918,721	11,738,578

Total entered at port...	\$198,874,637	\$248,063,939
Withdrawn fr. wareh'ise	79,364,327	83,966,198

The revenue from customs at New York:

	1868.	1869.
In September.....	\$12,916,782 29	\$11,975,804 75
Prev. 8 months....	76,684,265 33	87,357,518 77

Total 9 months...	\$89,601,047 62	\$99,333,323 52
-------------------	-----------------	-----------------

The exports from New York to foreign ports in the month of September, were:

	1868.	1869.
Domestic produce.....	\$11,316,492	\$16,510,324
Foreign free goods.....	80,593	16,960
Do. dutiable.....	803,255	699,680
Specie and bullion.....	1,954,723	1,763,171

Total exports.....	\$14,155,063	\$18,990,135
Do. exclusive of specie.	12,200,340	17,226,964

The exports from New York to foreign ports for nine months from January 1, were:

	1868.	1869.
Domestic produce.....	\$113,707,570	\$134,728,340
Foreign free goods....	541,009	255,206
Do. dutiable.....	5,715,541	5,222,036
Specie and bullion.....	66,333,870	26,717,628

Total exports.....	\$186,297,990	\$166,923,210
Do. exclusive of specie	119,964,120	140,205,582

Norfolk and Great Western Railroad.

It will be gratifying to the friends of the Norfolk and Great Western road to learn that its President, Colonel Flournoy, has within the last few days concluded important negotiations in New York with the Memphis, El Paso and Pacific Railroad Company, by which the former is made the eastern terminus of the latter great line—the two together forming the Southern Transcontinental Railroad. In this connection it is proper to say that the late Louisville Commercial Convention endorsed and recommended the Memphis, El Paso and Pacific Railroad as the South Pacific road. Colonel Flournoy is engaged in other negotiations with capitalists, the object of which is to put important portions of the road to contract during the coming winter. All acknowledge the importance of this work—all see how, when completed, it will develop a vast trade and attract to our seaboard an amount of business that will be lost to it without such a line.—*Richmond (Va.) Whig.*

Railroads in Peru.

A correspondent of the *N. Y. Herald*, writing from Lima, under date Sept. 28, says that railway matters are steadily progressing. The line to Arequipa from the coast is already ironed for upwards of twenty miles, and the difficult tunnels are being bravely pushed through. Two splendid American locomotives are running on the line, conveying stores, &c., to the workmen in advance, and in the course of a year Mr. Meiggs is confident that the entire line will be completed. The road may be called a political rather than a financial undertaking, the productions and traffic of that section not warranting the expenditure of the \$12,000,000 contract price; but if it be extended to Puno the varied and extensive products of the country will speedily find a market, and the road will pay very handsomely.

The railway from Lima to Huacho, a hundred miles north, is also approaching completion. This, running through a district comprising some of the finest sugar estates in South America, and terminating in Huacho, which is the market garden of Lima, is sure to prove remunerative. It is being built by private enterprise, aided in a manner by the Government. In the south a line from the seaport Iquique to the extensive nitrate mines of La Moria, thirty miles inland, is also progressing favorably. Built by a company already largely interested in the nitrate trade, it cannot but be a financial success. In the interior, at Cerro de Pasco, 14,000 feet above the level of the sea, the mineral railway connecting the silver mines with the water courses, where the metal is cleaned and amalgamated, is being vigorously pushed on. The great difficulty experienced in transporting materials to the Cerro, everything having to be carried on mule back and over the first chain of the Andes, causes the works to be retarded a little. The railway from Pisca to Ica, the centre of the wine growing country, and two small lines in the north, are also under way.

Sherbrooke and Kennebec Railroad.

The Directors of the Sherbrooke, E. T., and Kennebec Railway Company have accepted the tenders of Messrs. T. and J. Griffith for sections 2, 5 and 6, and Messrs. G. B. Loomis & Co., for sections 3 and 4, of the proposed railway. These sections comprise a little over ten miles of road, and the work will now be pushed on as fast as possible. Ground will be broken at once, and the grading proceeded with during the winter months, the tenders accepted were the lowest offered.

The Chief Engineer, will in a few days, have several miles more of road ready for contract. He has already made a preliminary survey of most of the line through Westbury as far as the township line of Dudswell, and the line will as soon as possible, be finally located.—*Sherbrooke (Ca.) Gazette.*

Cairo and Fulton Railroad.

This road was chartered by the General Assembly of Arkansas, on the 12th of January, 1853, over sixteen years ago, and the prospects for its construction now are no better than when the company was incorporated. The land grants and franchises of the road are more valuable, perhaps, than any road in the State. The grants of land by Congress are munificent—all of which will revert to the Government if twenty miles of the road are not completed by the 28th of April, 1870—a little over six months from the present time. Twice has Congress extended the time for the building of this twenty miles—but with the present inefficient management, it can scarcely be expected that another extension can be obtained.—*Arkansas Gazette.*

The Louisville Bridge.

The great Iron Bridge over the Ohio River at Louisville, Ky., is one of the finest and most imposing structures of the kind in the country. The first stone of this bridge was laid in August, 1867, and the work has been steadily progressing since that time. The bridge consists of twenty-seven piers and four abutments, containing 31,000 cubic yards of stone. Two of the abutments are constructed for the crossing over the Jeffersonville and New Albany Railroad on the Indiana shore. The masonry supports a superstructure of iron of an entire length of 5,280 feet, or one mile, and is composed of twenty-seven spans arranged as follows, from the Kentucky side: Two spans of 50 feet each, one draw span of 264 feet, over the Louisville and Portland Canal, four spans of 150 feet, two spans of 180 feet, two spans of 210 feet, two spans of 227 feet, one span of 370 feet, six spans of 254½ feet, one span of 400 feet, three spans of 180 feet, one span of 150 feet, one span of 100 feet, reaching the abutment on the Indiana side, and a span of 49, crossing the Jeffersonville and New Albany Railroad. This bridge is to be arranged for both carriage and railroad travel, though no street cars or ordinary vehicles can pass at the same time as the locomotives and trains. The railroad track will be laid on the centre, with an outside rail on both sides, so that the rails of the railroad track, with the outside rails, form a double street railroad track. The estimated cost of the bridge, including land and depots, amounts to \$1,500,000. It is expected to be completed for the passage of trains early in November.

The Edgewood Railroad.

This is a work that is now attracting the attention of the people of this vicinity to a large extent. We learn that the Philadelphia, Wilmington and Baltimore Railroad Company has expressed, through its officers, a willingness to meet the citizens of the county at a time to be appointed, and make favorable offers for the construction of the Edgewood road during the coming winter. It is said that the Port Deposit branch of their road has proved highly remunerative, even with the water carriage in competition with it, and they are convinced that a road from Belair, to intersect their own at Edgewood or other convenient point, will prove equally if not more so. All the freight that goes by wagons or otherwise to Baltimore, and the return freight for our farmers and country merchants, would be concentrated from a large scope of country to this road.—*Harford (Md.) Aegis.*

It is telegraphed from Washington that upon the presentation of a coupon of one of the two year five per cent. Treasury notes issued by Mr. Chase under the act of March 3, 1863, the Treasurer of the United States refused payment. The applicant then obtained an order from the Comptroller of the Currency for its payment. The Treasurer still refusing, the holder appealed to the Secretary of the Treasury, who upholds the Treasurer, on the ground that it is distinctly stated on the coupon that it is void when detached except by an officer of the Government.

Mr. H. D. Newcomb has been re-elected President, and Willis Ranney Secretary of the Louisville and Nashville Railroad Company, for the ensuing year.

A letter to the *Herald*, dated Panama, Oct. 15th, says the friends of the Darien Canal scheme are beginning to look forward more hopefully than they have lately been doing. It is generally believed that the Legislative Assembly will instruct their Senators and Representatives to the Congress at Bogota to vote in favor of granting any reasonable privileges or concessions that might be asked by those anxious to carry the matter through. The President and every one interested in the prosperity of the State is most anxious to have it accomplished, and will lend all aid and assistance thereto.

General Spaulding, Chief Engineer of the Costa Rica Railroad, wrote to the supreme Government of Costa Rica on the 25th of August, that on that date the work of grading and construction had been commenced at Limon in pursuance of the contract entered into between the Government and Messrs. Reilly, May, Vickers & McArthur.

Rutland Vt., has voted to subscribe for 250 shares of the capital stock of the Massachusetts Central Railroad. The town of Barre voted unanimously to subscribe for 900 shares of the same stock.

The citizens of Rockbridge County, Va., have voted \$400,000, as the county subscription towards the building of the Virginia Valley Railroad.

PORT HURON AND LAKE MICHIGAN RAILROAD CO.,
TREASURER'S OFFICE,
PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER
Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.
4144 W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE,
BATTLE CREEK, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER
Cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.
4144 C. WAKELEE, Treasurer.

RAILROAD TIES,
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron. Steel Rails.
OLD RAILS, SCRAP IRON, & C.
HOLLINS, KIRKUP & CO.,
12 Dey-Street, N. Y.

Hemp Packing.
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston.

BIGELOW & JOHNSTON,
BROKERS.
Now and Old Rail,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc.,
48 Pine-St.,
EDWARD P. BIGELOW, } **NEW YORK.**
JAMES JOHNSTON.



I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

W. Churchill Oastler,
43 Exchange Place, N. Y.
AGENT FOR
JOSEPH ARMSTRONG & CO.,
Rotherham, England.

AGENTS IN BALTIMORE,
MORTON, REED & CO.,
65 South Gay Street.

Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

SOLE AGENT FOR
AVELING & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSEUR AND ENAMELER
FOR
Car Builders and Railroad Companies,
147 & 149 E. 23d St., N. Y.

FOR SALE.
SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to
PETER FIELDS & SON,
North Point Foundry and Machine Works, Jersey City, N. J.

STEAM COAL,
From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR
STATIONARY ENGINES.
FOR SALE LOW BY THE CARGO. Apply to
JAMES B. CUNNINGHAM & CO.,
3rd St. AGENTS, 130 PAUL-ST.

SEMI-BITUMINOUS COAL,
From the Mines of the
CUMBERLAND COAL AND IRON COMPANY,
Deliverable at the Ports of
GEORGETOWN, BALTIMORE AND NEW YORK.
FOR SALE BY THE CARGO.
Orders received at the office of the Company,
90 Broadway, corner Wall street,
WM. M. RICHARDS, President.

Interest on City Stocks.
THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
5140 New York Sept. 24, 1869.

FIRST & PRYIBIL'S
PATENT IMPROVED
BAND SAW MACHINE,
452, 454 & 456 Tenth Avenue,
NEW YORK CITY.



PRICE \$350.
BOXING AND SHIPPING, \$10.

This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John-St., New York.

DANAS & LITCHFIELD, No. 18 WILLIAM STREET, NEW YORK, RAILROAD IRON

of best American, English and Welsh make, of ORDINARY OF SUPERIOR QUALITY and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the U. S. or Canadas.

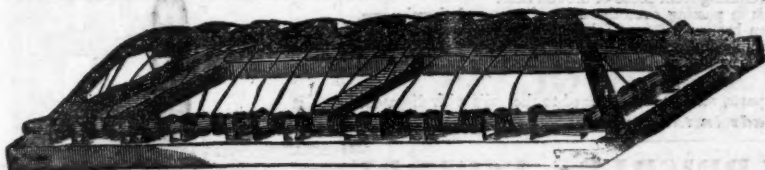
Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

AGENTS FOR

Burden's Spikes, Lincoln Iron Co.'s Charcoal Iron for Car Wheels.

MURKIRK CHARCOAL IRON.

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT, 59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer.

DETROIT.

C. A. TROWBRIDGE, General Agent, 37 William Street, NEW YORK.

The Keystone Bridge Company OF PITTSBURGH, PA.

Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.
"Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

J. H. LINVILLE, C. E., President,
Office, 426 Walnut St., Philadelphia.
J. L. PIPER, General Manager, Pittsburgh.
A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
WALTER KATTE, Engineer Western Department,
Office, 94 Dearborn St., Chicago.

S. A. MARTINE & CO.,
11 Warren-Street,
NEW YORK,
IMPORTERS OF
Railway Car and
Carriage Linings,
PLUSHES,
Moquettes, Seat Duck, &c.

Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,
707 North Second St., St. Louis, Mo.

PILE DRIVING, PORTABLE AND STATION-
ARY ENGINES, R. R. Station and Steam
PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS,
NUTS, Washers, Steam GAUGES, SPRING BAL-
ANCES, Head Lights and Lanterns. Contracts made on
favorable terms for RE-ROLLING or NEW RAILS.
BEST PRICES obtained for OLD RAILS and all kinds
of IRON and METALS.

LUNT, DeFORD & LEE, 99 CHAMBERS ST., NEW YORK,

IMPORTERS OF

Railway Car and
Carriage Linings,
Plushes, Cloths, Carpets,
Sutins, Curtain Silks, Cotelines, &c.

E. SIDNEY LUNT, (Formerly Lunt & Howell.)
CHAS. D. DEFORD. GEO. C. LEE

MORTON, REED & CO.,

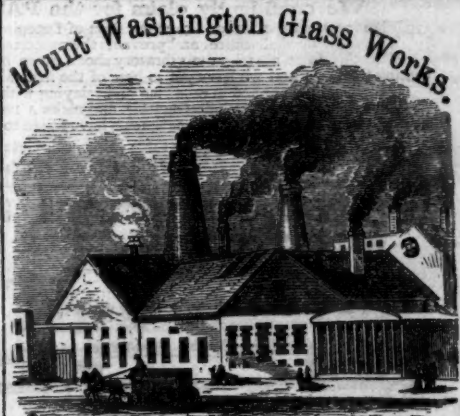
No. 65 South Gay St., Baltimore, Md.,
Manufacturers' Agents for Sale

OF
American & Foreign Rails,
STEEL OR IRON,

AND
Railway & Machinists' Supplies
OF EVERY KIND.

OLD RAIL AND SCRAP IRON,
BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.



MANUFACTURER OF GLASS IN ALL ITS FORMS
and varieties. The attention of Railroad Men is called
particularly to the *Lantern Globes and Chimneys*
produced, which for general good qualities are unexcelled.
Railroad Companies, Purchasing Agents, and those interest-
ed, would do well to look at sample of these Goods, which
will be sent on application. Orders solicited, and all such
executed promptly and satisfactorily.

Address,

W. L. LIBBEY,
61 Milk-St., Boston, Mass.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5 1/2 inches.
For sale by

W. P. CONVERSE & CO.,

6m89

54 Pine st.

PHELPS, DODGE & CO.,
Importers of Metals,
AND RUSSIA SHEET IRON,

NOS. 19 AND 21 CLIFF STREET, NEW YORK.
OFFER FOR SALE:

Tin Plates of every descrip-

tion.

Sheet Iron, R. G., 12 to 18.

Russia Sheet Iron.

Sheet Zinc and Spelter.

Block Tin, Banca and Straits.

Sheet Brass Kettles.

Sheathing Copper.

Extra-sized sheets

rolled to order.

Terne Plate for Roofing.

Sheet Iron, Nos. 12 to 18.

Galvanized Sheet Iron.

Iron Ware.

Pig and Bar Lead.

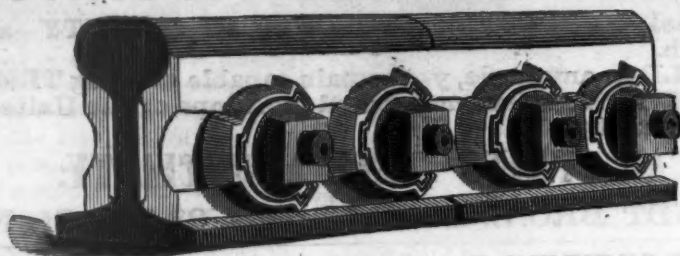
Regulus Antimony.

Copper Bottoms.

Braziers' and Bolt Copper.

Rivets, &c. &c. &c.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

THE HARLAN & HOLLINGSWORTH CO.,
WILMINGTON DELAWARE.



MANUFACTURERS OF ALL KINDS OF
RAILROAD MACHINERY.

SILVER PALACE SLEEPING CARS of the finest finish, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact everything for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

Office in New York, 30 Broadway

RICHARD B. OSBORNE,
CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.

HARRISBURG FOUNDRY

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

COTTON CAR DUCK.
BEST 4 PLY, 100 TO 140 INCHES,
FOR CAR ROOFS.

For Sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco;
First Class.

\$140 to \$180.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 1, ARIZONA, CAPT. MAURY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco Dec. 4, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ARIZONA, received until 4 P. M. on SATURDAY, Oct. 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

**BURLEIGH'S PATENT
Pneumatic Rock Drill**



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.), Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1 1/2 to 6 1/2 inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

43 New street, New York.

General Agents for the United States and Europe.

GRINDSTONES.

J. F. WHITNEY & CO.,

58 Washington St., & 26 1/2 Broadway,

Importers of and Dealers in all kinds of

GRINDSTONES.

New Castle, Wickersley, Nova Scotia and Ohio Grindstones

OF ALL SIZES.

Holden, Hopkins & Stokes,

104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,

CUT NAILS AND SPIKES,

AND RAILROAD SPIKES.

Agents "New Haven Car Company."

**HAMILTON
RUBBER WORKS.**

**C. V. MEAD & CO.,
MANUFACTURERS**

OF



C. V. MEAD.

R. L. HUTCHINSON.

R. S. MANNING.

G. W. NORTON.

Post Office Address, Box 588,
TRENTON, N. J.

CHICAGO. NEW YORK.

RAILWAY CAR SPRINGS
No. 1 Barclay-st., No. 15 La Salle-st.

Volume, Rubber Center Spiral,
Compound Spiral, India Rubber,
and other

Manufacturers of
National Spring Works,

VOSE, DINSMORE & CO.,

HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



E. B. WASHBURN, Gen. Agent.
137-141 ELM STREET, N. Y.

Scott's Wrought Iron Clamp Truss Joint

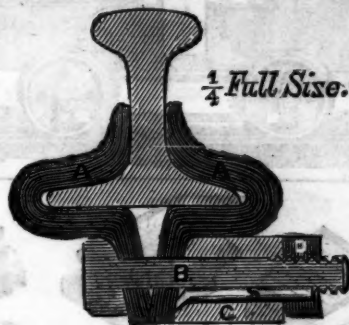
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 34,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



$\frac{1}{4}$ Full Size.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two $\frac{1}{4}$ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

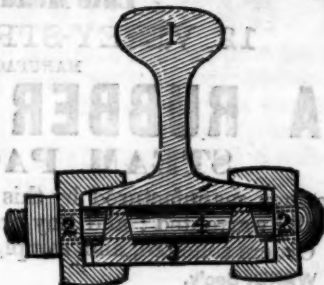
Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And BENJ. SCOTT,
New Brighton, Pa.

**THE PHOENIX IRON COMPANY'S
PATENT**

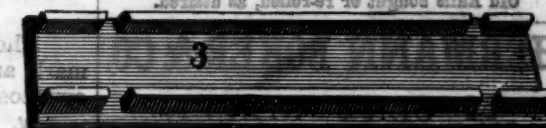
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stops.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3.) with the flanges of the rail and the bottom plate embraced by the side clamps (2.) and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails* particularly, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

THE UNION PATENT STOP WASHER,



Manufactured at Coatesville, Chester County, Pa., on the line of Pennsylvania Central R. R., has now stood the test of practical use on the above road, the Philadelphia, Wilmington and Baltimore and Philadelphia and Reading Railroads, for the past two years, and proved itself to be what is claimed for it, a perfect security against the unscrewing or seceding of nuts. Its simplicity, efficiency and cheapness over any other appliance for the purpose should recommend it to the attention of all persons having charge of Railroad tracks, cars and machinery.

It is especially adapted to, and extensively used by leading Railroads of the country for the purpose of securing nuts on Railway joints.

The accompanying cuts show the application of the Washer. For further information, apply to

A. GIBBONS, Coatesville, Pa.

STEEL & IRON RAILS,

American, English & German,
ON HAND AT THE WORKS, YARD ON
EUROPEAN SHIPPING PORT,

For sale by
HEYERDAHL, SCHONBERG & CO.,
 22 William Street New York.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,
 MANUFACTURERS' AGENT FOR THE SALE OF
 AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,
 For Steam and Street Roads.
ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.
 Special attention paid to the Purchase and Sale of
 Old Railroad and Scrap Iron.
CONSIGNMENTS SOLICITED.

CHAS. J. PUSEY. EDWARD H. PARDEE.
PUSEY & PARDEE,
 NO. 74 BROADWAY,
 NEW YORK.

American & English Rails,

LOCOMOTIVES AND CARS,
 FISH PLATES, SPIKES, &c., &c.
 SOLE AGENTS FOR

Atkins Bros' Pottsville Rolling Mills, and
 G. Buchanan & Co., of London.

Special attention given to filling orders for Small T and
 Street Rails, of every weight and description.
 Old Rails bought or re-rolled, as desired.

HERMANN BOKER & CO.

50 CLIFF STREET,

NEW YORK,

MANUFACTURERS' AGENTS AND IMPORTERS OF

PUDDLED STEEL,

AND

IRON RAILS,

FROM THE

Funcke & Elbers Steel and Iron
 Works,

TYRES, AXLES, SPRINGS, &C.

Robert Merrill & Sons,

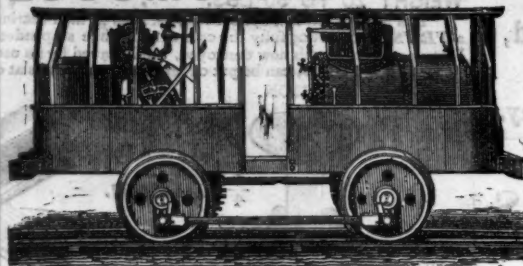
MANUFACTURERS OF

Ship's Compasses,

BINNACLES, LOGS, &c.:

Surveyor's & Engineer's Instruments,
 MARINE, OPERA & FIELD GLASSES,
 Sextants, Quadrants and Spy Glasses,
 141 Water-St., N. Y.

GRICE & LONG, LOCOMOTIVE AND CAR BUILDERS.



MINING LOCOMOTIVES,
 FURNACE LOCOMOTIVES,
 CONTRACTORS' LOCOMOTIVES,
 QUARRY LOCOMOTIVES,
 SHIFTING LOCOMOTIVES,
 Adapted to Tunnels, having 5½ feet headway, and
 30 inches gauge of road, and upward. The min-
 ing engines are now being worked at Summit Hill
 mines at a cost of \$4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, 1340 Beach St., Philadelphia.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has
 been proved by eight years' use on dif-
 ferent Roads.

STAR RUBBER CO.,

Late Mead Rubber Co.,

12 VESEY-STREET, New York,

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS, STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade
 mark, are fully warranted; and any proving defective will be replaced at their
 own cost. Orders solicited, and samples forwarded on application.

W. W. WARD, Sec'y.

J. J. BURGESS, Pres't.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-
 livery in New York and other markets in the United
 States and England. For sale by

S. W. HOPKINS & CO.,
 69 & 71 Broadway, New York

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF

NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to

HENDERSON BROTHERS,

6 Bowling Green,

New York.

WILLIAM H. PETT,

MANUFACTURERS' AGENT FOR THE SALE OF
 AMERICAN & FOREIGN

STEEL & IRON RAILS,

Of all Weights and Patterns:

Deliveries made at convenient points to suit purchasers.

LOCOMOTIVES, CARS,

Fish Bars, Bolts, Nuts, Chairs, Spikes, &c.

RAILROAD TIES,

Old Rails Re-Rolled and Exchanged for New.

72 WALL-STREET, N. Y.

"Important to Railroad Companies."

SAFETY,
EFFICIENCY,
DURABILITY,
ECONOMY;

All Combined in the Safety Truck, for Locomotive En-
 gines; Tested by ten years' use; Perfected by the best
 Engineering Skill in this Country and in England; Secured
 by Six Letters Patent; Adopted by Sixty-four Railroads;
 Between Five and Six Hundred in Operation in the United
 States; Extensively introduced in Nine Foreign Coun-
 tries; Approved by Leading Locomotive Builders, Master
 Mechanics and Locomotive Engineers; Should be Univer-
 sally Adopted.

Address "THE LOCOMOTIVE ENGINE SAFETY
 TRUCK CO," 46 Cortlandt St., New York.

A. F. SMITH, President.

ALBERT BRIDGES, Treas. & Agent.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are
 prepared to make **CONTRACTS FOR RAILS**
 delivered free on board at ports in England, or exship at
 ports in the United States.

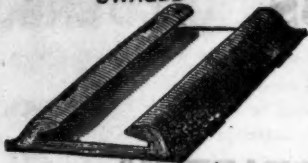
M. K. JESUP & COMPY,
 12 Pine St., New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-
 pared to contract to deliver best quality American
 or Welsh Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON & POST,
 68 Broadway,
 NEW YORK.

VAN ANDEN
SWAGED.



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,

18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

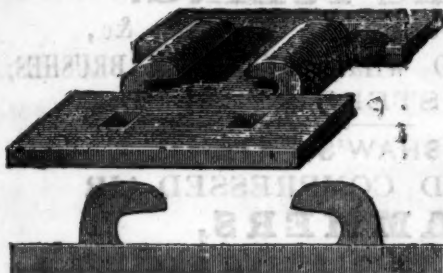
NEW YORK Railroad Chair Works,

Of which the late J. S. BREESE was Pres.

JOSIAH S. LEVERETT & CO.

SOLE AGENTS,

85 JOHN STREET, N. Y.



THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the shortest notice.

CORYDON WINCH,

Manufacturer of
RAILROAD
SPIKES
AND CHAIRS.



Also all kinds of Bridge, Boat and Plate Spikes, Canal St., near Second and Laurel, PHILADELPHIA.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS.

OFFICE No. 410 WALNUT STREET,

PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron and Forgings.

C. WELD THOMAS,

BROKER & DEALER IN

MISCELLANEOUS STOCKS,

BONDS,

REAL ESTATE, &c.

No. 21 Nassau St., Room 8,

NEW YORK.

Highest Market rates paid for all Southern and Western Securities.
Money Advanced on Stocks, Bonds, and Real Estate.

PHOENIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

SAML. J. REEVES, V. Pres't,

410 Walnut St., Philadelphia.

THE NATIONAL IRON CO.

[Successor to WM. HANCOCK,]

Rough & Ready Iron Works,

(ESTABLISHED 1847)

DANVILLE, PENN'A,

Manufacturer of

RAILROAD IRON,

Railroad Chairs, Splice Bars and Bolts;
Frogs, Switch Rods, Stands and Levers;
Hook Head and Countersunk

Head Spikes,

BRIDGE AND CAR BOLTS,
ROLLS AND ROLLING MILL MACHINERY,

Steam Engines and Boilers,

IRON AND BRASS CASTINGS,

Engine & Machine Work,

Steam and Water Fittings, &c.

WILLIAM HANCOCK, President,

JENI. G. WELCH, Sec. Treas. & Gen. Manager,

Danville, Pa.

P. C. BRINCK, Vice-President,

410 Walnut Street, Philadelphia.

RAILROAD IRON.

THE undersigned, Agents for Messrs. Bailey Brothers & Co., are at all times prepared to contract for Railroad Iron of their manufacture at a sterling price delivered on board vessels in Wales.

J. BOORMAN JOHNSTON & CO.,

90 Broadway.

JOHN W. GOULD,

58 Wall St., New York.

FOREIGN AND AMERICAN

Steel & Iron Rails

Of all Weights and Patterns.

RAILROAD SUPPLIES.

Locomotives, Cars, Car Wheels and Axles, Tyre, Fish Bars, Bolts and Nuts, Chairs and Spikes, Machinery, Tools, Bar Iron, Steel, Etc., Etc.

RAILROAD TIES.

Contracts made, for Old Rails, Scrap and Pig Iron.

A. S. WHITON,

19 BROAD-ST., New York.

FOREIGN AND AMERICAN

Steel & Iron Rails

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Locomotives, Cars, Car Wheels and Axles, Tyre, Fish Bars, Bolts and Nuts, Chairs and Spikes, Machinery, Tools, Bar Iron, Steel, Plush, Car Findings, Lamps, &c.

Old Rails Bought or Re-rolled, as desired.

Having established business relations with the well-known firm of SIR CHAS. FOX & SONS, Consulting Engineers, of London, England, who have for many years been engaged in this class of business, their attention being directed to Permanent Way and other details of Railway Construction, I can offer special inducements to parties wishing to purchase ENGLISH RAILS or other material, guaranteeing, without extra cost, intelligent and honest Inspection during Manufacture, thereby securing a better article than is usually sent to this country, especially in the item of Rails. Orders sent abroad will be executed under the supervision of the above firm of SIR CHAS. FOX & SONS, whose experience of 40 years should be a sufficient recommendation to the American Railway interests, to induce a trial of this method to secure the best results. Am prepared to make Contracts for Rails delivered free on board, at ports in England, or ex-ship at ports in the United States. Orders most respectfully solicited.

BOOTH'S DUPLEX.

SAFETY,

Steel and Iron Rail,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,

Rochester, N. Y.

HAVEN & ALLEN,

73 Broadway, N. Y.

NAYLOR & CO.

NEW YORK, BOSTON, PHILA.,
99 John St. 80 State St. 208 So. 4th St.

CAST STEEL RAILS,

CAST STEEL TYRES.

Cast Steel Frogs, and all other Steel Material for Railway Use.

House in London:

NAYLOR, BENZON & CO.,

34 Old Broad Street

who give special attention to orders for

RAILROAD IRON.

as well as Old Rails, Scrap Iron and Metals.

DUNCAN, SHERMAN & CO.

BANKERS,

Corner of Pine and Nassau Streets,

Issue CIRCULAR NOTES and LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

TELEGRAPHIC TRANSFERS of money made to EUROPE or CALIFORNIA, on favorable terms.

INTEREST ALLOWED ON DEPOSITS.

BARROW HEMATITE STEEL CO.,

BARROW IN FURNESS,
LANCASHIRE, ENGLAND.



MANUFACTURERS OF

STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,
Boiler Plates, Ship Plates, &c., &c.,

CHAS. CONGREVE & SON,

SOLE AGENTS FOR THE U. S.,

NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

CAST STEEL WORKS

OF
FRIED. KRUPP,

ESSEN, RHENISH-PRUSSIA.

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,

PATENT CAST STEEL RAILWAY TIRES,

WHEELS, AXLES, SPRINGS, CRANK PINS, &c.

BOILER PLATES,

ROLLER, DIE AND TOOL STEEL.

THOMAS PROSSER & SON,

Sole Representatives in America.

LAP-WELDED IRON BOILER TUBES, WELL TUBING.

Drills, Rimer-Countersinks, Expanders, &c.,
STEEL WIRE AND WHALEBONE TUBE BRUSHES,
SPRING STEEL SCRAPERS.

GRIMSHAW'S PATENT
IMPROVED COMPRESSED-AIR
HAMMERS,

STAMPS, PRESSES, BLOWING ENGINES, &c.

THOMAS PROSSER & SON,

15 Gold Street, New York.

INSTRUMENTS.

W. & L. E. Gurley, Troy, N. Y.

MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments 716 Chestnut st., Phila. (Two premiums awarded.)

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
P. M. BRENNAN, Treas.

THE LOBDELL

Car Wheel, Tire & Machine Co.
Wilmington, Del.

ENGINEERING WORKS.

ENGINEER'S FIELD BOOK,

By C. S. CROSS, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent free by mail, upon receipt of the price. For sale at this office. Price \$1.50.

LYONS' TABLES.

To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE.—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.	13. for Base 18 ft. Slope.	14. to 1
1. General Table for all Bases and all Slopes.	14. " 20 " 1 1/2 to 1	15. " 24 " 1 1/2 to 1
2. For Side Hill Cuts and Fills.	15. " 24 " 1 1/2 to 1	16. " 25 " 1 1/2 to 1
3. Base 18 ft. Slopes.	16. " 25 " 1 1/2 to 1	17. " 26 " 1 1/2 to 1
4. " 18 " 1 1/2 to 1	17. " 26 " 1 1/2 to 1	18. " 27 " 1 1/2 to 1
5. " 15 " 1 1/2 to 1	18. " 27 " 1 1/2 to 1	19. " 28 " 1 1/2 to 1
6. " 12 " 1 1/2 to 1	19. " 28 " 1 1/2 to 1	20. " 29 " 1 1/2 to 1
7. " 10 " 1 1/2 to 1	20. " 29 " 1 1/2 to 1	21. " 30 " 1 1/2 to 1
8. " 8 " 1 1/2 to 1	21. " 30 " 1 1/2 to 1	22. " 31 " 1 1/2 to 1
9. " 6 " 1 1/2 to 1	22. " 31 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1
10. " 4 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1	24. " 33 " 1 1/2 to 1
11. " 3 " 1 1/2 to 1	24. " 33 " 1 1/2 to 1	25. " 34 " 1 1/2 to 1
12. " 2 " 1 1/2 to 1	25. " 34 " 1 1/2 to 1	26. " 35 " 1 1/2 to 1

The Tables are printed in clear, bold type on tinted paper, sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross-section.

Sent, free by mail, in separate sheets, at 25c. each.

RICHARD DUDGEON.

No. 24 Columbia St., New-York,

Maker and Patentee of

HYDRAULIC JACKS
and Punches,

Roller Tube Expanders, and

Direct-Acting Steam Hammers.

Communications by letter will receive prompt attention.

Jacks for Pressing on Car Wheels or Crank Pins made to order.



E. LYON,

470 GRAND STREET, NEW YORK,



MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Plates—from 1 1/2 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/2 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1 1/2 to 24 inches in diameter, and branches for same, etc.

Works Castings, etc., etc.

PHILADELPHIA.

BOONTON IRON WORKS. PATENT MACHINE FORGED BOLTS AND NUTS.

WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut SUPERIOR TO ANY made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish SAMPLES and PRICE LIST on application.

FULLER, LORD & CO.,
137 & 139 GREENWICH ST.,
NEW YORK.

JOHN A. GRISWOLD & CO., TROY, N. Y.

J. A. GRISWOLD. E. CORNING. E. CORNING, Jr. CHESTER GRISWOLD.

Proprietors of the

Rensselaer Iron Works, Bessemer Steel Works, Fort Edward Blast Furnace, and Columbia Blast Furnace.

Manufacturers of

Pig Iron, Rail Road Iron, Merchant and Ship Iron,

BESSEMER STEEL RAILS, AXLES, TYRES,

Shafting, Plates and Steel Forgings of all Descriptions.

S. & C. WARDLOW, PORTOBELLO STEEL WORKS,

AND

Congress Rolling Mills, Tilts and Forges,
SHEFFIELD, ENGLAND,

Manufacturers of the Celebrated CAST STEEL for Tools,
Dies, Taps, Punches, &c.

No. 13 GOLD STREET, NEW YORK.
ESTABLISHED 1833.

ANDREWS' PATENT
Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and Perfectly Safe.

HOISTING MACHINES,

Run without noise.

Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury.

Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

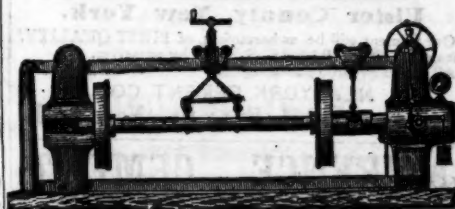
Run at great speed.

All light, compact, and durable.

Manufactured by

WM. D. ANDREWS & BRO.,
414 & 416 Water St., N. Y.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,
Mechanical Engineer,
46 COURTLANDT ST., N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES,
Cut Off Operated by the Governor.

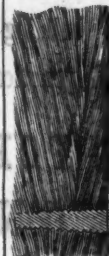
Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to supply them in the best and cheapest manner. Circulars sent upon application therefore.

BROOKS'

Patent Paraffine Insulator Works,

REAR OF 2123 CHESTNUT STREET, PHILADELPHIA.



The guarantees of this insulator are:

1st.—A current resistance in rain or fog, or in rain and fog combined of 100,000,000, 000 Ohms.

2d.—To insulate a conducting wire of any length in rain or fog, or rain and fog combined, to its full working capacity, or the capacity of a similar wire or conductor placed upon any other insulators under the most favorable circumstances of weather.

3d.—Strength, not to break or part by any strain by, or that a No. 8 wire will bear.

It is not injured by missiles in the general acceptance of the term.

It does not depreciate from exposure to smoke, soot and the gases from combustion to one hundredth part of the extent of ordinary insulators.

It is not injured by atmospheric discharges, and is a protection to the poles from the same effects.

CHANGEABLE GAUGE

FREIGHT CAR TRUCKS.

A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation

BETWEEN BOSTON, CHICAGO AND ST. LOUIS,

Running over Different Gauges of Tracks.

These Trucks are adaptable

To any and all Gauges of Track.

The Proprietors of the Patents are prepared to treat with any Railroad Companies desiring to use them. Address,

CHAS. BOCKUS & CO.,

134 Washington St., Boston, Mass.

\$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

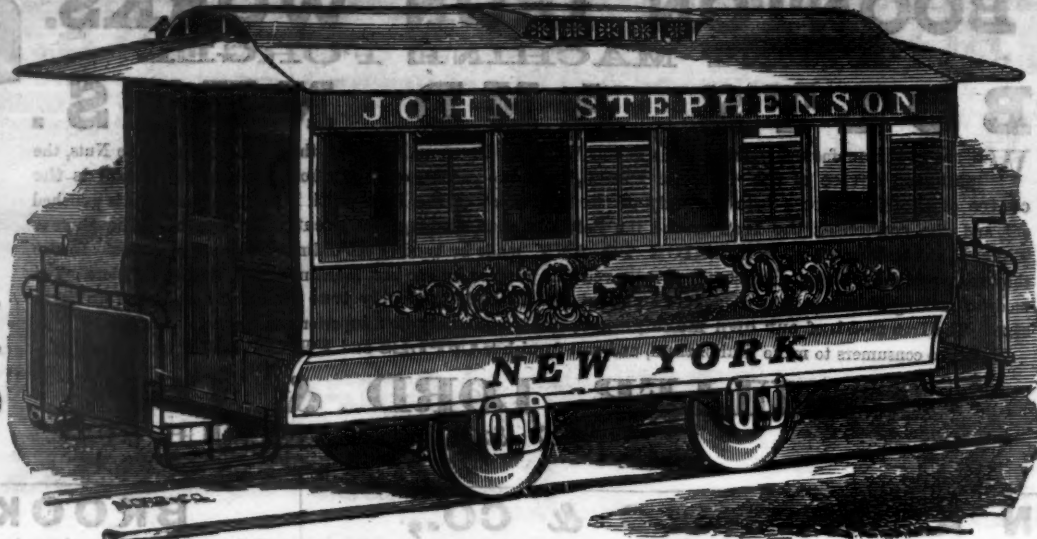
Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$30. Ladies' Size, \$20. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect. FREE OF CHARGE.

H. O. FORD & CO.

Eight years with American Watch Company, 14 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

CARS
FOR
TWO HORSES
COMBINING
ALL
Valuable Inventions,
ELEGANT
STYLE.
Light & Durable,
Full Size
AND
REDUCED
WEIGHT



CARS
FOR
ONE HORSE,
WITH or WITHOUT
Platforms,
OR TO
Swing on Trucks.
—
EVERY
STYLE AND
VARIETY
OF
CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

HUDSON RIVER CEMENT WORKS,
KINGSTON, NEW YORK,
(LATELY AT JERSEY CITY, N. J.)

ARE NOW PREPARED TO FURNISH, AT THE shortest notice, on the most reasonable terms, Hydraulic Rosendale Cement of a fine and superior quality. This Cement is manufactured at the Works located on the West bank of the Hudson River at Kingston, N. Y., — a superior select quality of Cement Stone taken from our celebrated and extensive quarries at Greek Locks, Town of Rosendale, Ulster County, N. Y., and has been extensively used during the past 18 years. It is recommended in all important building operations where strength, durability, resistance to the atmosphere and to action of sea and fresh water are required.

Its power to resist compression and bear strain, its Hydraulic character and hardness, renders it peculiarly adapted to the construction of Ha. Jors, Docks, Piers, Foundations, External Walls, Floors of Houses, Mines, Facings, Agricultural Buildings, Towers, Sinks, Reservoirs, Canal Walling, Breakwaters, Stuccoing, Arches, Sewerage and Water Pipe, and for many other purposes.

With these properties, it is submitted to the attention of Engineers, and to Contractors and others interested in works requiring stability.

It has the unqualified approbation of the most eminent Architects, Engineers, Contractors and Builders in America, being used in almost every department of the works under Government.

We have ample facilities for manufacturing 600 barrels per day, with a dock front of 600 ft., and sufficient depth of water to load the largest class vessels, which can come to our dock without extra towing or delay. Cement deliverable at the Works, or in New York City.

Our Cement is put up in new strong barrels, in good shipping order. The barrels will be branded, "HUDSON RIVER CEMENT WORKS, ROSENDALE [A] CEMENT, Office No. 95 Liberty St., New York."

© J. H. BUTTS, Agent.
Office No. 95 Liberty St., N. Y.

WHEEL BARROWS,
and Store Trucks, Pugsley & Chapman, 30 Platt street, New York. Wheels, Trays, Handles, &c., always on hand. Iron Wheels to order.

Newark and Rosendale Cement Company.

MORE CEMENT was used in building the **CROTON AQUEDUCT** from Quarries of this Company than any other. Sixty thousand barrels of this Cement were used in constructing the **BROOKLYN WATER WORKS.**

H. WILDE, Sec'y, J. H. STEPHENS, Pres.,
91 Liberty St., N. Y. Newark, N. J.

NEW YORK CEMENT CO.
ROSENDALE,
Ulster County, New York.

Our Cement will be, as heretofore, of **FIRST QUALITY**, put up in **GOOD BARRELS**, made by ourselves.

All orders promptly attended to.
NEW YORK CEMENT CO.,
341 Pine St., New York.

LAWRENCE CEMENT.

WARRANTED OF SUPERIOR QUALITY.

MADE AND SOLD BY
THE ROSENDALE CEMENT CO.,
Office No. 102 Wall Street,
NEW YORK.

E. F. HAVENS, Secretary.

F. O. NORTON,
MANUFACTURER OF
ROSENDALE CEMENT,

Equal in quality to any manufactured in the United States. Put up in superior barrels, well lined with strong paper. Apply to or address:

F. O. NORTON,
31 Wall street, New York.

LAWRENCEVILLE CEMENT COMPANY.
ROSENDALE
HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of Superior quality at Rosendale, Ulster County, New York. This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 900 lbs. of Cement.

All orders will receive prompt attention.
WM. N. BEACH, Pres't,
96 Wall Street, New York.

J. B. JAMES'
Rosendale Cement Works,

Manufacture a superior quality of **ROSENDALE** and **HUDSON RIVER CEMENT**, (equal to any) from its quarries at Rosendale and Greek Locks, put up in well seasoned barrels, well papered. Address:

J. B. JAMES,
89 Cedar street, New York!

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our **CEMENT** for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry cement in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 84 Pine Street.**

The above **CEMENT** is used in most of the structures building by government.

TREDEGAR COMPANY,

JOSEPH R. ANDERSON, President

RICHMOND, VA.

JOHN F. TANNER, Vice-President

The Tredegar Company of Richmond, Va., (Successor to J. R. Anderson & Co.,) continue to Manufacture at their Works, RAILS of any required section, including **STREET RAILS; PATENT ROLLED CONTINUOUS LIP CHAIRS; RAILROAD and BOAT SPIKES; RAILROAD AXLES; FISH PLATES** with Bolts and Nuts for same; **IRONS** complete for Fink's, Bollman's, or Howe Truss Bridges; **RAILROAD CARS; TRUCKS** of any desired pattern ready for the Car bodies; **NAILS and OUT SPIKES; Best Charcoal BAR IRON**, of high tensile strength; **CASTINGS**, including the heaviest descriptions of Iron and Brass; **MARINE and STATIONARY ENGINES** of all sizes.

The great capacity of the Tredegar Iron Works—some 30,000 tons per annum,—their location on tide-water, in the midst of the rich Coal and Iron deposits of Virginia, their unequalled advantages for shipment by Rail, Steamer or Sail Vessel, without interruption during any part of the year, and an active experience of thirty years, enable the Proprietors to guarantee the promptest and most economical execution of orders, which are solicited from all parts of the United States. Address

TREDEGAR COMPANY, Richmond, Va.,

Or at their Office, 60 Broadway, New York.



To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing Orders at Manufacturers' Prices, for all descriptions of

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail, for both Steam and Horse Roads, and in any quantity desired, either for IMMEDIATE or REMOTE delivery, at any Port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply.

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved Lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States Currency for American, and in either Currency or Gold (at the option of the buyer) for Foreign; when desired, we will contract to supply Roads with their monthly or yearly requirements of STEEL OR IRON RAILS.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD ST.

for execution, at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to Ports in America, and at the lowest possible rates of Freight. We also negotiate, in Europe and America, every description of Town, County, City, State, and

RAILROAD BONDS,

for Railroad Companies and Contractors, in connection with the Purchase and Sale of RAILROAD IRON AND EQUIPMENT. Address,

S. W. HOPKINS & CO.,
69 & 71 BROADWAY, New-York.

PLAYER & HENDERSON,

(John Player, Engineer, lately of Norton, England.)

FURNISH PLANS TO BUILD

BLAST FURNACES,

FOR ALL KINDS OF FUEL AND ORES.

30 BROADWAY, NEW YORK.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives, ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

ODDIE & CO.,

Stock, Bond & Gold Brokers,

35 WALL STREET,

NEW YORK.

ORVILLE ODDIE,

JOHN W. ODDIE.

(Late Oddie, St. George & Co.)

LOW MOOR WELDLESS STEEL TYRES,

MORE RELIABLE

THAN ANY OTHER STEEL TYRE OFFERED.

Furnished at 3 days' notice.

BY

W. BAILEY, LANG & CO.,

54 Cliff Street, New York.
9 Liberty Square, Boston.

THE ROGERS Locomotive & Machine WORKS.

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. A. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

H. A. ALLEN, Treasurer,

44 Exchange Place, New York.

Locomotive Engines.

DANFORTH, COOK & CO.,

PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops. The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Broad & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works.)

PHILADELPHIA.

Work shipped to all parts of the United States.

THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY, TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,

OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. I. PERRIN, Sup't.

THE UNION IRON MILLS,

OF PITTSBURGH.

N. Y. Office 19 Broad Street.

ROOM NO. 42.

Beams, Girders, Channel Bar, Angles, Plates, Post Iron, Splice Bars, Axles, &c.

Special Attention given to Unusual Shapes, Sizes and Lengths.

ALL IRON WARRANTED.

EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

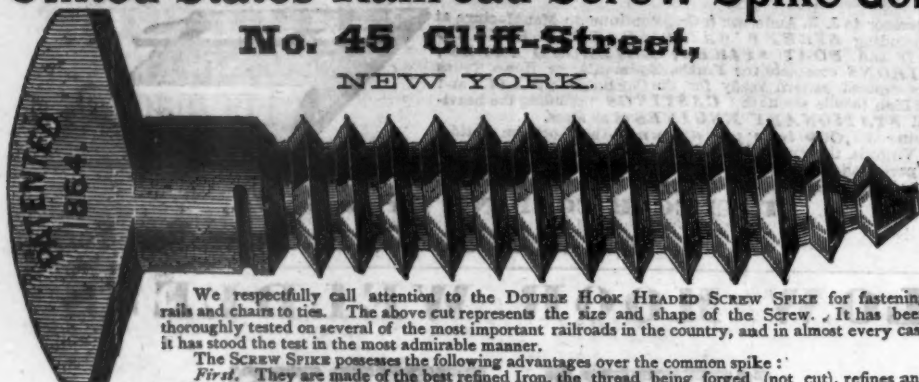
HENRY YOUNG, Pres.

AGENCY OF THE

G. B. HUBBELL, Secy.

United States Railroad Screw Spike Co.

No. 45 Cliff-Street,
NEW YORK.



We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined Iron, the thread being forged (not cut), refines and toughens them.

Second. The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button); when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

We are now prepared to manufacture these SCREWS in any quantity desired.

ALBERT BRIDGES,

Successor to BRIDGES & LANE,

MANUFACTURER AND DEALER IN

RAILROAD AND CAR FINDINGS

AND MACHINERY

OF EVERY DESCRIPTION,

46 COURTLANDT,

Near Greenwich Street, NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.
STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS,
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.

SCHOOL OF MINES,

COLUMBIA COLLEGE,

East 49th street, NEW YORK.

FACULTY:

V. A. F. BARNARD, S. T. D., LL. D., President.
T. EGGLESTON, JR., E. M., Mineralogy and Metallurgy.
F. L. VINTON, E. M., Mining Engineering.
O. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.
JOHN TORREY, M. D., LL. D., Botany.
C. A. JOY, Ph. D., General Chemistry.
W. G. PECK, LL. D., Mechanics.
J. H. VAN AMRINGE, A. M., Mathematics.
O. N. ROOD, A. M., Physics.
J. S. NEWBERRY, M. D., LL. D., Geology and Paleontology.

Regular courses for Mining Engineering, Metallurgy, Geology and Natural History, Analytical and Applied Chemistry.

Special students received for any of the branches taught. Particular attention paid to assaying.

For further information and catalogue, apply to

DR. C. F. CHANDLER,

Dean of the Faculty.

GEO. M. FREEMAN.

RAILROAD SUPPLIES,

No. 125 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.

WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc., etc.

AGENCY OF THE KEROSENE OIL COMPANY.

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

WILLIAMS, PAGE & CO.'S PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size. Manufactured and for sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston, Mass.

JUNCTION

Car Works & Flue Mill,

22d and Walnut Streets,
PHILADELPHIA.

W.C. ALLISON & SONS

Manufacturers of all descriptions of

RAILROAD CARS

Wheels, Axles, Springs, all kinds of Forgings,
Bridge Bolts, Washers, Castings, and General
Railroad Supplies, furnished to order.

LAP WELDED BOILER FLUES

Manufactured of a superior quality of American Charcoal Iron.

OIL WELL TUBES & CASING.

WROUGHT IRON WELDED PIPE,

For Gas, Steam and Water.

Valves, Cocks, and all kinds of Brass Work; Cast Malleable and Wrought Iron Fittings; Gas & Steam Fitters' Tools, &c.

HARRISBURG

Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CAST-

INGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

RAILROAD SUPPLIES.

PRATT & CO.,

Nos. 46, 48 & 50 TERRACE SQUARE,
BUFFALO, N. Y.,

Importers and Dealers in Hardware,
PROPRIETORS OF THE

BUFFALO IRON & NAIL COMPANY,

And the

Fletcher Blast Furnaces.

MANUFACTURERS OF

Refined Bar Iron, Splice Plates, Bolts and Nuts, Railroad
Spike and Boiler Rivets, Cut and Wrought Nails, Boat and
Bridge Spike, Coach Screws, Coil Chain, Crowbars, etc.

We keep constantly on hand a large and varied stock of
general Railroad Supplies for Machine Shops, Track Work,
Bridges, Car Building, etc. Orders solicited.

NEW YORK

Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thorough and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.


Solid Emery Vulcanite. - Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. CHEEVER, Treasurer.

Warehouse, 37 & 38 Park Row, N. Y.

DEAKIN & JOHNSON'S PATENT PUNCHED STEEL,

For
STEAM & HORSE  **CARS & LOCOMOTIVES.**
HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,
HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,
GUN BARRELS, GUN JACKETS AND ORDNANCE,

And for all purposes requiring great **STRENGTH** and **SOLIDITY**
The **PUNCHED STEEL** is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight,
and giving considerably greater strength than solid steel.

Sole Agents for America,

LENC & OGDEN,
Iron and Steel Merchants and Importers,
4 & 6 FLETCHER ST., NEW YORK.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build
in any part of the United States, at reasonable terms,
Fink's Patent Iron Bridges, Plate and Lattice Bridges,
Plate Girders for Fireproof Buildings, Iron Roofs, &c., &c.
etc. For plans and particulars apply to

C. J. SCHULTZ,

Cor. of Wayne St. & Duquesne Way.

PITTSBURGH, PA.

Or Address

Letter-Box No. 1,392, P. O.

Baltimore Bridge Co.,

(Successors to SMITH, LATROBE & CO.)

Incorporated A. D., 1869.

Principal Office, No. 49 Lexington St.,

BALTIMORE, MD.

BENJ. H. LATROBE, Consulting Engineer.
C. SHALER SMITH, President and Chief Engineer.
C. H. LATROBE, Associate Engineer, Sec'y and Treas.
FREDERICK H. SMITH, Associate Eng'r & Gen. Supt.
Design and superintend, or contract, for Iron and Wooden
Bridges of all kinds. Turn Tables, Roofs of any width of
span.

Hawkins, Herthel & Burrall,

Civil & Mechanical Engineers,

HERTHEL'S PATENT TRUSS,
And other Iron Bridges, Roofs and Turn Tables.

HOWE'S PATENT TRUSS,

And other Timber Bridges, Roofs & Turn Tables
Corrugated Iron Doors, Shutters, and Iron Building
Material generally. Contractors for

Piling, Docking, and General Railroad Work.
88 Main-St., Springfield, Mass.

R. F. HAWKINS. GEO. F. HERTHEL, JR. W. H. BURRALL.

EDWARD W. SERRELL,

CIVIL ENGINEER,

64 & 66 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

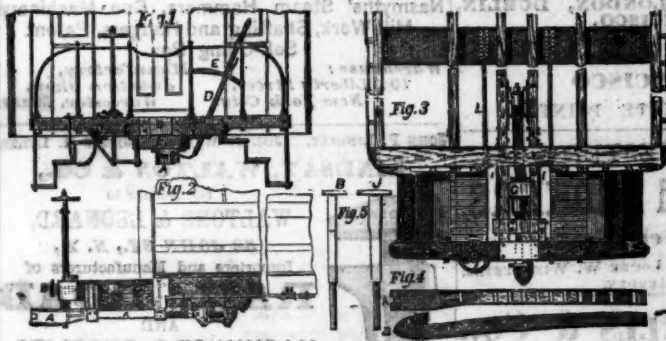
Particular attention given to the Examination of Public
Works for Capitalists seeking Investments.

THE POSITIVE STEAM PUMP.

W. HARSEN,

PATENTEE AND MANUFACTURER,
6m37 Greenpoint, L. I.

Miller's Trussed Platforms.



**COMPRESSION
BUFFERS,**
Automatic Couplers,
FOR
**RAILROAD
Passenger Cars.**
OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.

Send for Illustrated Pamphlet,
and call and see working Models
E. MILLER, Patentee.

THE NOVELTY IRON WORKS,

NEW YORK,
Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

F. C. LOWTHORP,
CIVIL ENGINEER,

Patentee and Builder,

78 E. STATE-ST.,

TRENTON, N. J.

A. B. BURTON & Co.,

SUCCESSORS TO

Stone, Quigley & Burton,

BRIDGE BUILDERS.

Contractors for the construction of Wood
and Iron Truss, Suspension and Draw
Bridges, Wood and Iron Truss Roofs,
Depots and Turntables.

424 WALNUT STREET,
PHILADELPHIA.

JAMES JEFFRIES & SONS, MANUFACTURERS OF LOCOMOTIVE, CAR AND TANK SPRINGS,

PHILADELPHIA, (rear of Girard House.)

REFERENCES.

J. EDGAR THOMSON, of Penna. R. R. Co., M.
BAIRD & CO., A. WHITNEY & SONS, W. S. WILSON,
of P. G. & N. R. R., WM. C. ALLISON, WESTMORE-
LAND & PENN. GAS COAL CO., of Philadelphia,
HARRISBURG CAR WORKS, BILLMEYER &
SMALL, P. F. W. & CHICAGO R. R. W. F. SMITH,
of C. & C. R. R., A. CONGDON, of C. P. & A. R. R.,
Cleveland, Ohio, D. McLAREN, of C. H. & D. R. R.,
OHIO & MISS. R. R. of Cincinnati, SAM GILL, of L. F.
& L. R. R., CHAS. R. PEDDLE, T. H. & I. R. R. Co.,
H. GRAY, C. & N. W. R. R. Co., JOS. D. POTTS, Pres't
Empire Transp. Co., FRANK W. CUMMINGS, A. & G.
W. R. R., W. CUMMINGS & SON, Jersey City, WHI-
TAKER & PHILLIPS, Toledo, MICHIGAN CAR
WORKS, Detroit, BARNEY SMITH & CO., Dayton,
A. B. SEEGER, of Ocalaosa R. R., H. T. PEAKE, of S.
C. R. R. Co., W. M. WADLEY, Central R. R. of Georgia,
DR. M. EMANUEL, Southern (Miss.) R. R., SAM
TATE, Memphis & Charleston R. R., T. S. WILLIAMS,
N. O., Jackson & Gt. Northern R. R., and other Southern
R. R.'s which have had our springs in use for years, also to
all Roads where our springs have been in use.

We will be happy to furnish a SET OF SPRINGS
to such companies as may wish to try their Durability
and Elasticity, by writing us the Length, Width, Curve
over all, and the weight which they are to bear.

EDWIN J. HORNER,

SUCCESSOR TO

McDANIEL & HORNER,



LOCOMOTIVE AND RAILROAD

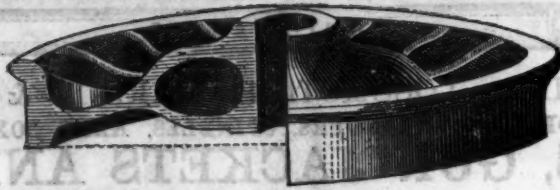
CAR SPRING

MANUFACTURER,

WILMINGTON, DELAWARE

RAMAPO WHEEL & FOUNDRY COMPANY.

CAR WHEELS
RICHMOND AND SALIS-
BURY IRONS,
 Of Attwood-Washburn, and W. W.
 Snow's Patents.



WORKS AT RAMAPO,
 Rockland Co., N. Y.,
 Line of Erie Railway.

GEO. COFFING, Pres't.
 GEO. CHURCH, TREAS.
 W. W. SNOW, SUPT.

W. G. HAMILTON, Agent, 24 Broadway, New-York.

WELLS, FARGO & CO.

Capital, \$10,000,000.

Bankers and General Express Forwarders to the Pacific States and Territories, China and Japan, South and Central America, &c. Freight Agents Pacific Mail Steamship Company, and Proprietors of the Overland Line to the Pacific, carrying the Great Through Mails. Exchange for Sale on LONDON, DUBLIN, PARIS, and SAN FRANCISCO.

Telegraphic Transfers of Money to
SAN FRANCISCO
 AND INTERMEDIATE POINTS.

HEDDEN, WINCHESTER & CO.,
BANKERS and BROKERS,
 4 Wall St., New York.

JOSIAH HEDDEN. LOCKE W. WINCHESTER.
 ROBERT M. HEDDEN.

HUSSEY, WELLS & Co.,

MANUFACTURERS OF ALL DESCRIPTIONS OF

CAST STEEL,

Including best

REFINED STEEL for EDGE TOOLS.

Particular attention paid to the manufacture of Steel for
RAILROAD SUPPLIES.

HOMOGENEOUS PLATES,

For Locomotives, Boilers and Fire
 Boxes; Smoke Stack Steel; Cast
 Steel Forgings for Crank
 Pins, Car Axles, &c.

Also, manufacturers of the celebrated brand
 "Hussey, Wells & Co., Cast Spring Steel,"
 The best in use for Elliptic Springs for Railroad Cars and
 Locomotives.

OFFICE AND WORKS,
 Cor. Harrison and Pike streets, 6th Ward,
PITTSBURGH, PA.

BRANCH WAREHOUSES,
 30 Gold street.....NEW YORK
 139 & 141 Federal street.....BOSTON
 88 Michigan Avenue.....CHICAGO

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
 Nasmyths' Steam Hammers, Gun Machinery,
 Mill Work, Shafting and Hangers, Patent
 Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. Manufactory, Junction Shop, Worcester, Mass.

JOHN P. LINDSAY, JOS. J. WALTON, JAMES H. LYLES.
LINDSAY, WALTON & CO.,

Successors to

WALTONS & LEONARD,

88 JOHN ST., N. Y.,

Importers and Manufacturers of

RAIL ROAD

AND

MACHINIST'S SUPPLIES.

Machinery of all kinds,
 BOLTS, NUTS AND WASHERS,
 SPIKES & CHAIRS,
 Lanterns and Head Lights.
 Copper and Iron Boiler Flues.

LINDSAY'S
PATENT SCREW WRENCH.
 Steam & Water Gauges.

STEAM WHISTLES,
 Agents for
 MILLER'S PATENT
 Lubricative (Soapstone) Packing.

Fred. Schuchardt & Sons,

BANKERS,

No. 40 Exchange Place,
NEW YORK.

Draw in sums to suit at 3 or 60 days' sight on London,
 Paris, Amsterdam, Hamburg, Bremen, Cologne, Berlin,
 Frankfurt-on-the-Main, Zurich, &c.

ISSUE LETTERS OF CREDIT ON EUROPE.

CIRCULAR NOTES,

AND

CIRCULAR LETTERS OF CREDIT

FOR TRAVELERS,

Available in all parts of Europe,

ALSO,

COMMERCIAL CREDITS,

ISSUED BY

MORTON, BLISS & CO.

JAS. ROBB, KING & CO.,

No. 56 WALL STREET.

Circular Letters of Credit for
 Travellers.

Draw at Sight or Sixty days on PARIS.
 Sterling Bills at Sight or Sixty days, on
 THE CITY BANK.....LONDON.
 MESSRS. ROBERT BENSON & CO.....LONDON.
 Stocks and Bonds Bought and Sold at the New York
 Stock Exchange. RAILROAD LOANS NEGOTIATED.

NEW YORK FILE CO.

SUCCESSORS TO

**KEARNEY &
 BIRDSALL,**

DEPOT, NO. 11 SPRUCE ST.

NONPAREIL FILES,

Made from the best

ENGLISH CAST STEEL.
MILL SAW FILES A SPECIALTY.

LEATHER BELTING.

G. W. GRIFFITH & CO.,
 Established in 1851,

continue to supply their customers with the best
OAK LEATHER BELTING.

No. 11 SPRUCE STREET, N. Y.

Railway Machinery and Supplies.
L. C. TILLOTSON & CO.,
MANUFACTURERS OF RAILWAY CAR FINDINGS,
 DEALERS IN

Rubber Springs, Plushes, Gilt Mouldings, Seat Springs, Car
 Ventilators, Locks, Spittoons and Lamps.

UPHOLSTERERS' MATERIALS, LANTERNS, HEAD-LIGHTS, OILS,

Steam Gauges, Brass, Copper and Iron Flues, Nuts, Washers, Bolts,
 Wrenches, Files, Locomotive Congs, Steel Tire, Belting, Hose, Cotton Waste, Steam Packing,
 Hydraulic Jacks, Conductors' Punches, and every description of Engine & Car Supplies.

No. 11 DEY ST., New York.

American Railroad Journal.
 JOHN H. SCHULTZ, Editor and Proprietor.

PUBLISHED EVERY SATURDAY AT

**NO. 9 SPRUCE ST.,
 NEW YORK.**

SUBSCRIPTION--Five Dollars per annum

RATES OF ADVERTISING.

PER LINE PER ANNUM.....	\$3.00
" " SIX MONTHS.....	1.75
" " THREE MONTHS.....	1.00
" " TWO MONTHS.....	.75
" " ONE MONTH.....	.50
" " SINGLE INSERTION.....	.15